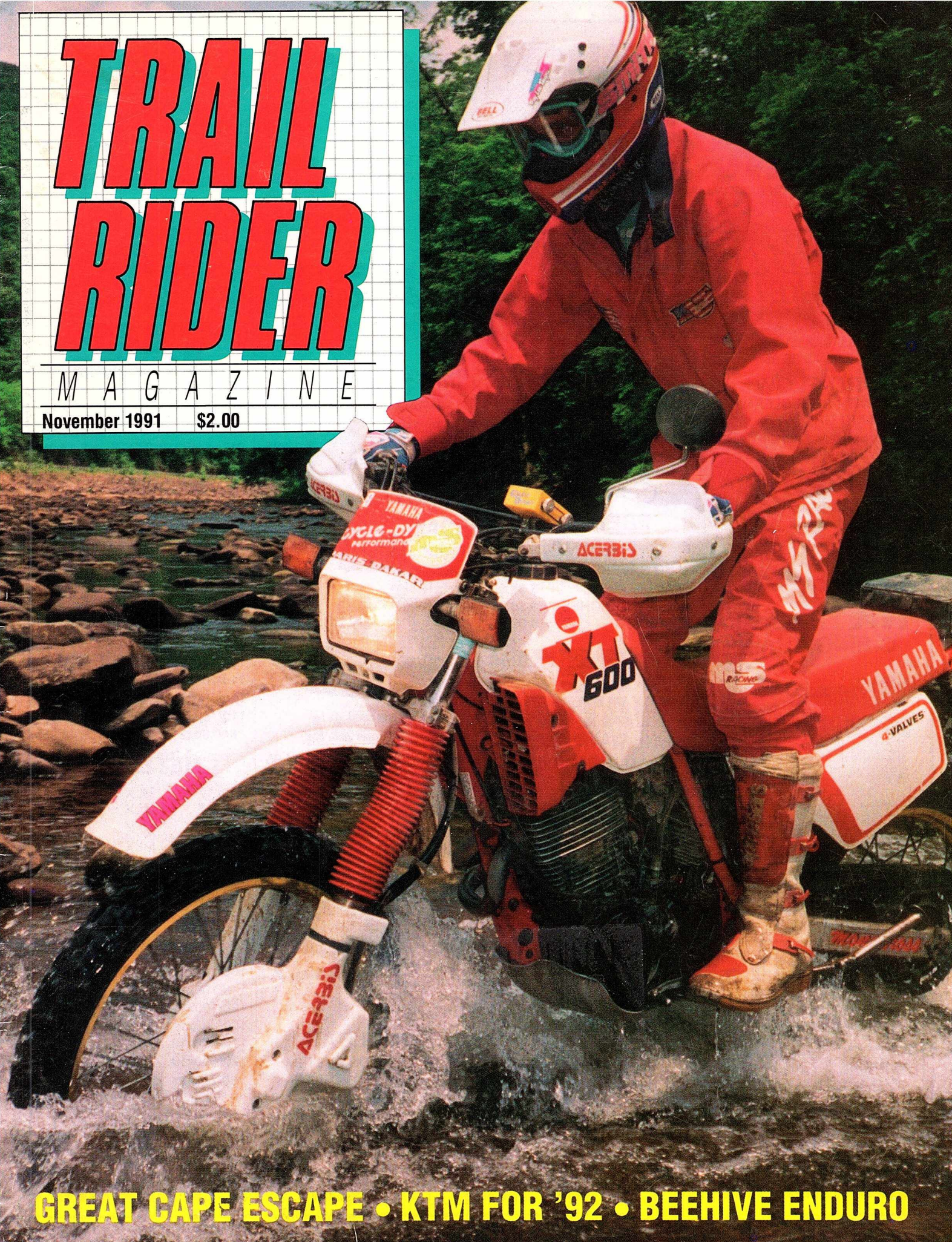


TRAIL RIDER

M A G A Z I N E

November 1991

\$2.00



GREAT CAPE ESCAPE • KTM FOR '92 • BEEHIVE ENDURO

LAST OVER

TOO NEW

By Paul Clipper

Well, it's new bike time again, and this year is no different than any of the rest of them. Most manufacturers scramble all over each other to get their wares introduced first, heralding a hefty list of new features that, when taken as a whole, only mean that "we fixed all the problems of last year, tried out a few more things, and changed the stickers."

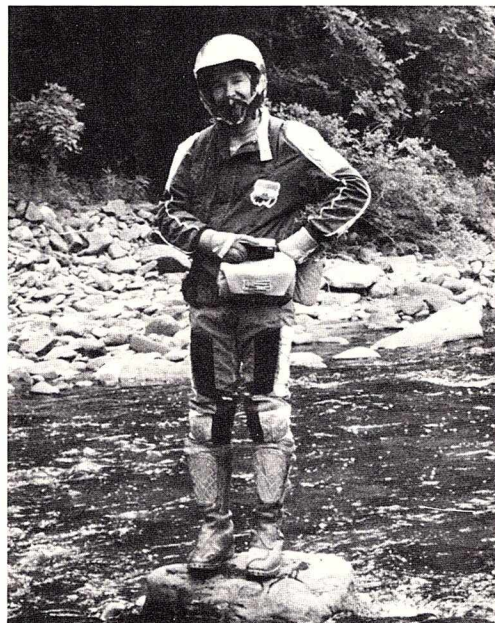
Which is not a complaint, on our part. If the motorcycle manufacturers only restricted themselves to correcting the defects each year, in a short time we'd all be riding around on "perfect" motorcycles. Of course, if they had been doing that all along, we'd already be riding the ultimate bike. So don't hold your breath.

But the big struggle every year is to come out with a new feature or two that takes the market by storm and re-writes the rules of competition, as we know them. A prime example of this is when Maico came out with forward-mounted shocks, way back in the good old days. I'm supposed to be a professional, so by rights I should go look up the date, but I'm too lazy. I

think it was 1975 or '76. At any rate, the new suspension system worked so well that Maico leaped to the top of the results lists with a ferocity unmatched by any other brand since, and gave them a wild winning year. Of course, by the next year everybody else had caught up, and Maico slid back down the ladder.

So who do you think the top company for innovation has been, over the years? Honda? Give me a break; Honda has spent more time copying other companies than we've spent eating hot meals. For a period of about five years in the early '80s, Honda made a habit out of copying all the new features of KTM every year, and trumpeting them as their own. Little things, like a removable rear subframe and inverted forks, were copied relentlessly; but now the worm has turned full circle, and KTM is now copying Honda!

No, I would have to say the most innovative company has to be Yamaha. We could always count on Yamaha to pull out something weird around new model introduction time. Yamaha originated the power valve, and we were so skeptical at the time that it's a wonder the idea ever survived. It didn't



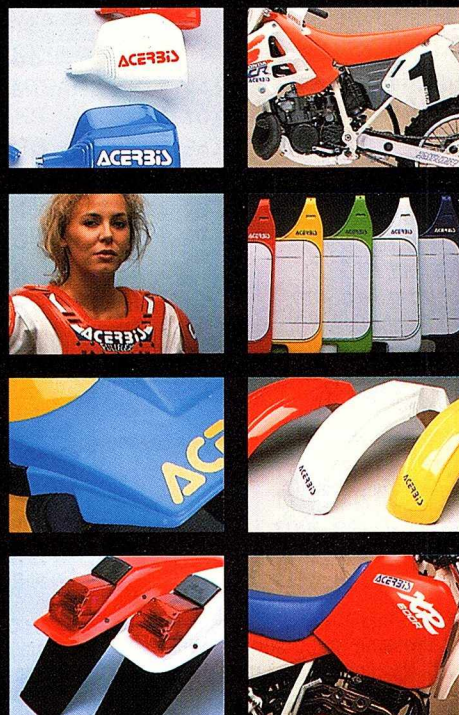
(Sidney Dickson photo)

help when they all broke, that first year; but it was pretty obvious that they actually did some-



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thing when you tried to ride the bike with the YPVS disconnected, so the idea caught on.

Remember boost bottles? The little tank that connected to your intake tract and supposedly helped low-end power? Yamaha invented that. They also pioneered the extra chamber off the header pipe of the exhaust, which fooled the engine into thinking you had a longer header pipe when the valve was open. Yamaha also came up with a brake/suspension gimmick that I forget the name of now, but it consisted of a cable hooked to the brake pedal of a YZ, and connected at the other end to the shock reservoir. When you tromped on the rear brake, the cable pulled open a valve that dramatically reduced the compression damping on the shock, and totally removed any rear wheel hop caused by braking bumps. It really did work, too; but everybody wound up disconnecting it that year. Since it would drop the compression damping every time you hit the brake, it made the bike work really weird if you had to brake hard going up to a jump.

But we won't fault Yamaha for it; we've had so much fun with their products we'll forgive them any sin. Most of the other major motorcycle companies played catch-up to Yamaha in the '80s; either that or they went way out of their way to avoid Yamahas technology. Yamaha had

the Monoshock suspension, which, at one time, was believed to be the best, most efficient way to go (but where is it now?). Kawasaki figured they'd find their own direction, and came up with the Uni-Trak along the way. If you've never bellied-up to the original Uni-Trak, you deserve to hunt down an old KDX175 and take a close look.

The Uni-Trak was like an upside-down version of what we're all using now, except with a second swingarm up top that served as the suspension linkage. The swingarm pushed up a pair of rods, that rocked the upper swingarm (we called it a "dogbone") on one end, and the other end was connected to the shock absorber. The system introduced about four more locations of potentially brutal wear, and if you didn't take it all apart and lube it every other week, you'd literally destroy your frame.

The funny part about all this is that the Uni-Trak, against all odds, worked well. As a matter of fact, it worked great, and its reputation was enhanced by the fact that it was the first single-shock system available on a trail bike, other than the top-heavy Yamaha Monoshock. Kawasaki sold so many of these early KDX175s that you have to wonder where they all went. Just like old Pentons and Huskys and Ossas and Bultacos, one day these old green things

will be much sought after as "vintage" bikes.

Regardless of what the new year has to offer, whether it be bold new innovations, or just bold new graphics, we're invited out to unusual locations every year to try out the new machines. The usual layout is six or a dozen bikes, at least that many test pilots, and a limited amount of time and area to try them in. You wind up jumping off one bike and immediately on another, noting the differences, trying to remember what last year's machine felt like.

Sometimes the difference is so great (so much better, hopefully) that you get on a bike and say to your self "Wow! This is just what I need..." and you roost around for a few minutes feeling like Joe Factory Pilot for a few minutes.

It sounds like a great way to spend your time, but I'll level with you: although it's a thrill to ride other people's bikes, and it sometimes feels great to be one of the first to try out someone's Great New Thing, there is one feeling that tops it; and that's the feeling you get when you finally arrive back home with a day to spare, and you load up that semi-ratty, well-worn piece of old technology in your garage and go out for a ride. Sure, it may not be the latest and greatest, but it *fits* right, and it certainly feels oh so good out on the trails! □

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STAY COOL

Dear Trail Rider,

I would like to offer a different opinion to your editorial from the July '91 issue. How hard should you push yourself in your quest for a cheap plastic trophy?

I don't see many riders stopping to take a break, to gather their second wind. Each rider has a grace period of 60 seconds to get to a check. If you're exhausted from climbing through a rock garden or pulling your bike out of a mudhole, stop. Get off the bike, sit on the ground, take a drink of water, and catch your breath. Five minutes is a long time in this situation, ten minutes and you can catch anyone who is "pushing on regardless."

Now, check crews, if a rider is bruised or exhausted, stop him (or her). Suggest that the rider take a break. Also, if the rider is injured, or just wants out, let him. However the check crew drove to the check, it's got to be easier than riding the trail. If DNFs don't sit well with you, then use your brains to finish an enduro. Macho doesn't have to mean stupid.

The word enduro is derived from "endurance." Most articles you read say "attack! attack! attack!" That's nice for motocross, but not for enduro riding. Ride for fun, and take care of your body to be able to ride again.

Bob Henry
Philadelphia, PA

MAGAZINE EATING

Dear Trail Rider,

I just received my first issue of *Trail Rider* and immediately devoured it. I am a beginner rider and I'm not familiar with the different types of organized rides. I would like to join a local club (Pilgrim Sands Trail Riders), but before I do I would at least like to know the types of rides and how they work.

Could you please explain the differences between enduros, hare scrambles, turkey runs and motocross? How do people get their riding classifications? What type of bike is needed for each king of event?

Leonard Heikkila
Brockton, MA

Leonard, as the Shaolin master used to say on Kung Fu, "All your questions will be answered in time, Grasshopper." You're asking for a career's experience in three short questions, and in return I have three answers for you: First, get on down to a PSTR meeting and join the club. Don't be afraid to talk to anybody there, and let them all know you're a beginner. They've got plenty of experience with neophyte riders, and will point you in the right direction (as well as show you some great riding!).

Next, get in touch with the New England Trail Rider Association (203-875-5757) and join up. This will put you in a group of 2500 other trail riders in New England, and help you learn about all the off-road events and riding opportunities

in your neck of the woods.

Third, keep reading *Trail Rider*, and eventually all your questions will be answered!

HORSEPOWER FREAK

Dear Trail Rider,

I'm a true blue Husky fan! I read your mag because you people seem to know what's going on with Cagiva (parent company of Husqvarna). Do you know if there is any truth to the rumor that Husky is coming out with a 350 two stroke for '92? I ride a 1987 430CR and really need a



big bore, not a 260. Any light you could shed on this would really help out.

Darrin Beattie
Auburn Hills, MI

Yo Darrin, we know what's going on with Husky because they're one of the few companies that actually return our phone calls, a courtesy we definitely appreciate. Apparently they believe in trail riding people, which is great for all us trail blockers out here.

I've been sitting on your letter for a while, so you probably know by now that the Husky 360 WXC is a reality. We rode the bike for a short stint in Italy, and the one we rode had horsepower squirting out of every pore, and it seemed to weigh the same as a 250. We can't wait to see what the production bike works like, and hope to get one of the first tests on it this winter. Keep an eye out for it.

ROYAL TREATMENT

Dear Trail Rider,

On May 5, I entered the Pine Barons enduro in New Jersey, using my son's new 1991 KTM 250E/XC. Unfortunately, the KTM developed engine troubles 13 miles out, and my day ended. Frustrated and feeling dejected, I left the

bike with Kenny Lee Taylor, a good friend, and asked him to check it out and let me know what was wrong.

I left for home in Massachusetts. Unknown to me, Kenny Lee, Jim Costello from Millville KTM, and Mike Rosso and Bert Guerrette of KTM, all took the time to look my son's bike over at the enduro. The KTM reps took the engine out of the bike and took it back to Ohio with them.

Well, they found the problem, fixed it, and send the engine back to Kenny Lee Taylor, who put the whole thing back together and brought it back to Massachusetts when he came up for a visit. All this was at no cost to me. I'd like to thank all those guys. It's great to see a company stand behind its product, and know there are cycle shops that still take care of their customers. Thanks to a lot of guys for making a good ending to a bad beginning!

Steve Susko
Mattapoisett, MA

THANK YOU

Dear Trail Rider,

Thank you! This year KTM America, Razee Motorcycles, Kevin's Cycle Racing Supply and Sinisalo racewear all substantially contributed to my ISDE Qualifier effort. These companies went the extra distance to help me realize a personal objective. Since I was selected as a member of the USA ISDE team, other companies have also offered generous support for my team venture. Link Racing, AXO, Renthal and Dunlop should likewise be mentioned and thanked for their assistance.

Most of all, though, I give my most sincere thanks to my friends Marybeth, Richard, and Steve, who were always there to help, and to the entire membership of the Rhody Rovers Motorcycle Club. These people made the difference that enabled me to make the Six Days a reality. Thank you!

Peter Ruggiero
Warwick, RI

Peter competed in the ISDE this year in Czechoslovakia, and came home with a silver medal in the 125 class; not too shabby for a rookie effort! We'll have a story on the ISDE in next month's issue.

GOOD ADVICE

Dear Trail Rider,

My '89 KTM 350EXC is in its third season and I have never removed the spark plug. So, for those of you out there who would like to spend less money and time working on your bike, my first suggestion would be to leave the spark plug alone. If it ain't broke, don't fix it.

Another suggestion is to use less expensive two-stroke oil. Since 1974, I have been using Castrol Grand Prix 2-stroke motorcycle oil in the nine enduro bikes I have owned. I currently get this oil at a department store for \$2.09 a quart.

Duncan Broatch
Woodstock, CT □

IF IT HOLDS UP ON TOMMY NORTON

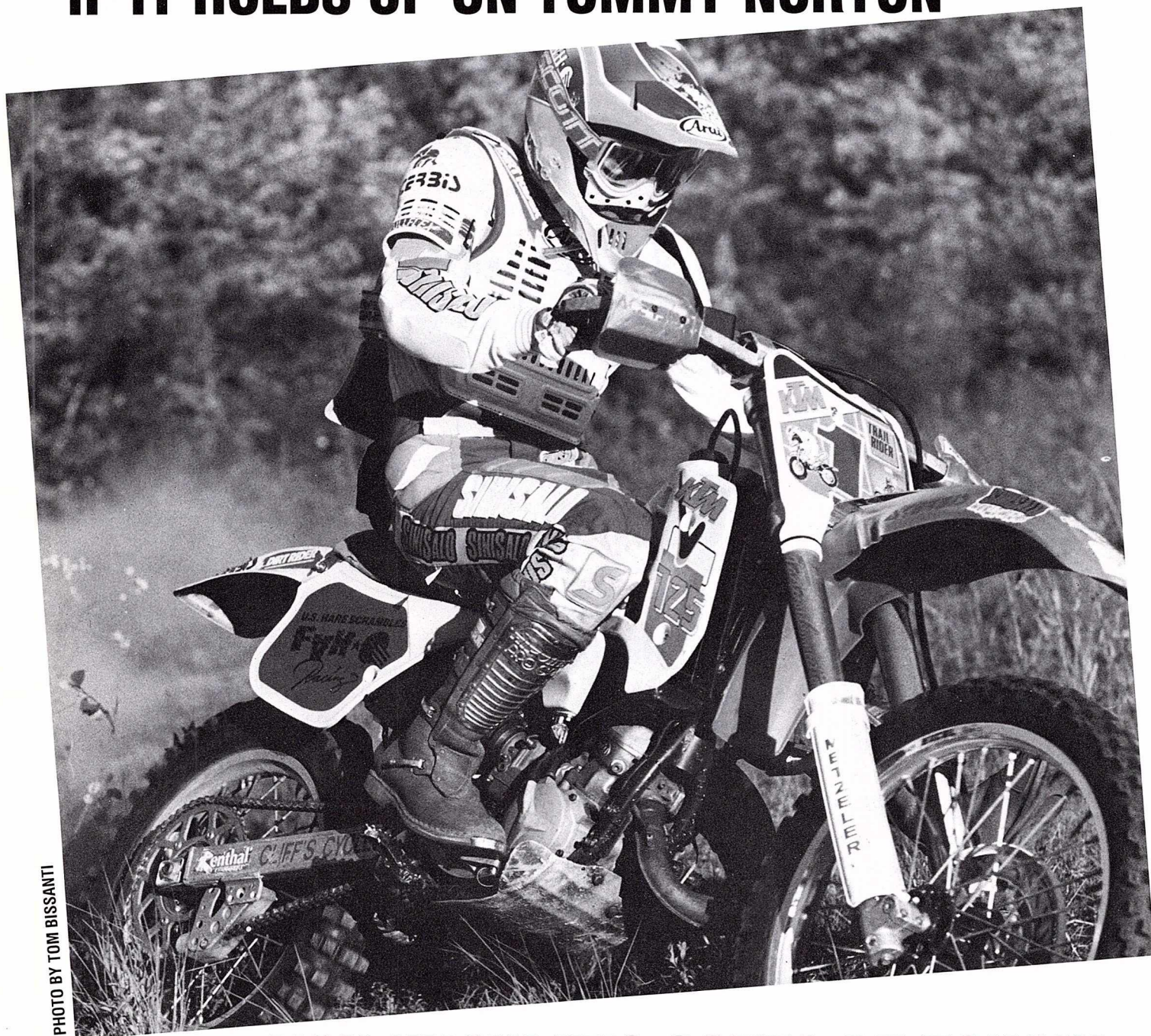


PHOTO BY TOM BISSANTI

YOU KNOW IT'S GOTTA BE TOUGH!

Just ask NETRA Champ Tommy Norton about Sinisalo SCD-2 riding gear, and the SCD Air Glove. You'll find out that Sinisalo gear not only wears like stainless steel, it fits better than most of your street

clothes. With Sinisalo's patented Bio-Foam for strategic protection, and Kevlar to reduce scuffing, you'll get the best, longest-lasting protection. Go ahead and ask Tommy...if you can catch him!

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BENNETT IS LOOKING

We heard from Kevin Bennett's mechanic/manager Norm Chatigny last month that Kevin Bennett will be seeking a new ride in '92. The official line is that Bennett's looking for "new challenges" for 1992, but it sounds to us like he and Honda just aren't getting along any more. If you've got any interest in hiring Mr. Bennett, give him a call. His number is (609) 327-4384, or contact Norm at (609) 653-8089.

LIFETIME OF DENTS

Dan Sinkoff, the Duke of Dent (recently married) from Finish Line products, sent us a press release the other day announcing FLP's new lifetime Guarantee. Lifetime guarantee? Yep, here's how it works. Finish Line, starting now, is selling aftermarket pipes for all dirt bikes—Dyno Port, FMF, Pro Circuit, PSI, whatever you want, they carry it. When you buy a pipe from Finish Line, they're going to include a lifetime guarantee on that pipe, for as long as you own it and the bike you bought it for. If you whack it, dent it, break it in two or blow it up, Finish Line will repair it for free, as many times as you need it done. If the pipe is totally wrecked, and they can't fix it, Finish Line will replace it, free. All this will cost is you paying the freight, there and back, for repairs.

How can Finish Line do it? Volume, volume, volume! For more details, call Dan at (800) 843-8745.

EAST COAST NEWS

The East Coast Enduro Association is winding down its 1991 schedule, and it looks like Jack Lafferty Jr. is going to add a sixth ECEA championship to his long string of wins. It hasn't been an easy year for Jack, after he suffered a broken and badly lacerated foot at one of the runs and has had to compete the latter half of the season in a hurting condition. Competition from his perennial rival, Kevin Bennett, has been spotty however, since Kevin has been having a fistful of his own problems. Bennett changed his whole support deal halfway through the season when Honda decided that they didn't particularly like Bennett riding a modified CR250 in

enduros. To accommodate them, he switched to an XR250 four stroke. Although he's still been winning on it, it's also obvious that the switch has knocked him off his stride.

Another ECEA four-stroke rider, Bob Bennett (no relation) is also right up there in points, and

try Championships; leading the 125cc class and in the top ten overall.

The NETRA enduro championship is coming down to a pitched battle between Russ Stearns (1990 NETRA champ) and Kemp Stewart. After the Mohawk enduro, Russ is leading with 18

LETTER TO THE EARTH

Dateline: Millis, MA; Sept. 7. 1991 Fah-Q Racing Vietnam Hare Scrambles. 37 entrants, conditions semi-greasy. Eight mile loop of mixed grill; no brakes, smashed pipes. Mike Coffey is really slow. Luke now is learning roost techniques, Chitty ghosts his bike 60 feet. Twelve out of 37 do four laps. Post-race genuflection at Bernardo's Love Ranch, complete with live music by Captain T and the Gypsy Stretch Mark Orchestra. Spectacular sweep crew auger by Jerry: no brain, no pain. Controversial event t-shirts as always. All fun, no problems. In true Fah-Q fashion, the high point trophy was six inches tall; tenth place was over three feet. All trophies had doll heads glued on top.

Overall

1. L. Helliwell
2. J. Speroni
3. C. Crispin
4. P. Antinarelli
5. S. Formanek, Jr.

Poker Hand Trophies

1. P. Antinarelli
2. B. Riordan
3. J. Speroni
4. W. York
5. L. Helliwell
6. D. Lamontague

7. R. Fasoli

8. C. Alibozek
9. S. Formanek Jr.
10. P. Mooney
- Dead Last: M. Coffey
- Mini
1. L. McNeil

the last part of this season is going to come down to a pitched battle between these three.

KING NORTON

Tommy Norton wrapped up the NETRA hare scrambles championship overall at the Skiparee hare scrambles in North Petersburg, New York. The Skiparee event was ambitiously laid out over some of the wildest hills available in the state of New York, and it would have been interesting had it not rained. Since it did rain, it proved to be very interesting. Norton suffered a bad start in his race, and got up the first hill in dead last. By the end of the first lap, he had passed practically everyone, and went on to win by eight minutes or more over second place. We should be receiving a story on the event, and maybe you'll read about it next month.

That leaves the last event at CATRA as an opportunity for neighbors Paul Milliken and Bert Guerrette to battle it out for second place and the 250cc class overall. Norton, unfortunately, isn't going to be at CATRA, since the date conflicts with a GNCC event in West Virginia. Norton is doing well in the Grand National Cross Coun-

points on Kemp; neither of them have worked an event yet. Russ was set to work the Rhody event on 9/29, while Kemp will work the Black and Blue. One mistake from either of them in the remaining rides, and the championship will change hands, it's that close!

NEW SUSPENSION

Good news for ECEA people who are looking for good suspension tuners. John Roeske, formerly of Wheels Unlimited in Cologne, NJ, has moved on and started his own business curing suspension problems. The service is called Enduro Experts, and they will be specializing in what it takes to get you a smooth ride in the woods. John has considerable experience with South Jersey sand enduros and all the Pennsylvania rock runs, and has been working on White Power, Showa and Kayaba suspensions or years. For information, call (609) 484-8307.

NETRA LIST

There are very few people in NETRA who know all the clubs, and Ken Crane of the Pilgrim sands Trail Riders is working to correct this problem. Even as we peak, he is putting together a master list of NETRA clubs, and how to contact them, which will make joining a club up there a whole lot easier. If you already belong to a NETRA club, make sure your membership knows about this and contact Ken to ensure that he has all the details. You can reach him at (508) 563-2443.

HELP A RIDER

NETRA is still soliciting donations for the Bob Nyholt fund, a fund set up to benefit Bob, who received paralyzing injuries as a result of a crash in the Cockaponsett enduro. Bob has the use of his arms, and is undergoing therapy, but he still has no feeling in his fingers. His injury has racked up \$10,000 or more in hospital bills, and

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203) 875-5757

East Coast Enduro Association (ECEA)

1380 Route 70
Browns Mills, NJ 08015
(609) 893-7294

Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive

Smithfield, VA 23430
(804) 255-4620

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301) 475-2000

Racer Productions (AMA GNCC Series)

Route 7, Box 459
Morgantown, WV 26505
(304) 594-1157

North Carolina H.S. Series

P.O. Box 338
Fayetteville, NC 28302
(919) 867-5219

American Motorcyclist Assn.

P.O. Box 6114
Westerville, OH
43081-6114
(614) 891-2425

Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935
Roswell, GA 30077-1935

(404) 532-6832 District 4 Enduro Comm. (NY)

568 Whittier Road
Spencerport, NY 14559
(716) 594-0384

District 6 Sports Association

P.O. Box 554
Lebanon, PA 17042
(717) 272-6896

Blue Ribbon Coalition

P.O. Box 5449
Pocatello, ID 83202
(208) 237-1557

WHERE TO RIDE

November

11/2 NETRA Steerage Rock Jr. Enduro
Brimfield, MA
11/3 NETRA King Philip Turkey Run
Wrentham, MA
11/3 Tri-State Hare Scrambles
Modena NY (914)564-4814
11/3 North Carolina Hare Scrambles
Wilkes Co., NC
11/3 VCHSS Surry 100 Hare Scrambles
Norfolk, VA
11/3 Brush Poppers National Enduro (final)
Morrison, IL (816)772-3852
11/9-10 Volunteer 100 GNCC
Greenville, TN
11/10 ECEA Stumpjumper Enduro
Warren Grove, NJ
11/10 North Carolina Hare Scrambles
Wisco, NC
11/17 NETRA Black and Blue Enduro
Stafford, CT
11/17 Wachusett Wramble Turkey Run
Berlin, MA
11/17 North Carolina Hare Scrambles
Wolf Island, NC
11/24 NETRA Chilly Chili Turkey Run
Plympton, MA
11/24 Curly Fern Dual Sport
Indian Mills, NJ (609)768-0433
12/1 NETRA Salmon River Ramble Enduro
Marlborough, CT

each trip to the hospital for therapy is about as expensive as you can imagine. So far, NETRA has \$3200 in the fund, and they hope to get six to eight thousand to buy Bob a wheelchair. If you'd like to send a donation, here's the address: Bob Nyholt Fund, c/o Bank of Boston, 1069 Boston Post Road, Guilford, CT 06437.

EVENT CHANGES

Two schedule changes have been announced for the NETRA calendar. The Black and Blue enduro, so named because that's what you'll probably look like if you crash, has been changed from the scheduled date of 1/3 to 11/17. Make a note of it. Also, the King Philip Trail Riders have a new turkey run to add to the fall schedule, taking place on November 3, and arrowed from Massachusetts Route 495 and Route 1. This puts it right in the Wrentham area, and for more information contact Ron Ryan at (508)528-5641. □

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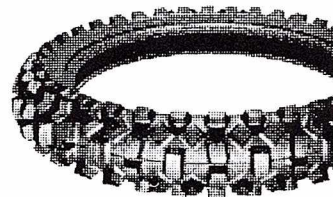
YOKOHAMA OFF-ROAD TIRES SUPER DIFFER

TIRE TALK by Sto

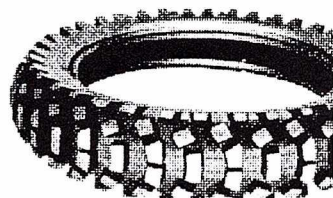
Examine tires closely. Some tires may have developed tiny little hairline cracks in the sidewall area. Sidewall cracks are generally regarded as cosmetic only and of no consequence. Examine your tires tread for oil damage, rock injuries or embedded sharp objects. Deflate the tire so that you can flex the tread to determine if injuries or cracks are present. Should tread damage or deep cracks be present, the tire should be trashed. Reinflate to owners' manual pressures. Tires that have been patched or plugged should also be removed and discarded, even if they still hold air. Patches and plugs are temporary repairs only. Really, we are not trying to sell you anything here, simply to give you advice that is in your best interest. Do not use last years patched tubes. Finally, under no conditions do we recommend installation of any liquid additives to motorcycle tubes or tires, for either balance or flat prevention. Pirelli says No Liquids in motorcycle tires and will not warranty any tire that has had liquids inside.

BERMBUSTERS!

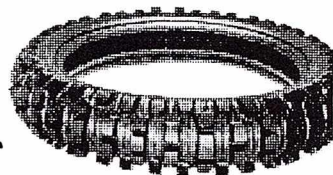
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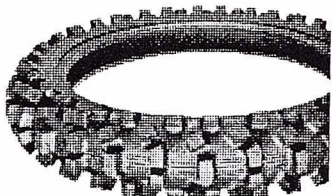
521 (Intermediate/Hard)
100/100-18
120/100-18
100/90-19
110/90-19
120/90-19



520 (Intermediate)
90/100-14
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120/100-18
70/100-17
80/100-21



523 (Soft/Intermediate)
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80/100-21 •
•522 pattern



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THE REST OF THE WORLD

ISDE VICTORY IN CZECHOSLOVAKIA!

For the first time in 18 years, an American team returned victorious from the International Six Day Enduro, held this year in Czechoslovakia. This year's Junior World Trophy team—Steve Hatch, Chris Smith, David Rhodes and Jimmy Lewis—hung tough in the later half of the event, and overcame a day two fifth place ranking to win the overall. Not since 1973, when the ISDE, then known as the *International Six Day Trail*, was held in Dalton, Massachusetts, has an American team topped the competition, although we have come close in the past—most notably, a second-place finish for the World Trophy team in 1982 in Czechoslovakia. In Dalton, a Silver Vase team (lately renamed the Junior World team) consisting of Ron Bohn, Malcolm Smith, Ed Schmidt, and Dick Bureson, took the win from the rest of the world.

This year's victory came after some heavy scrambling. The team started out well, but dropped to fifth in the standings after Chris Smith tangled his chain on day two and lost route points. The team overcame that setback, and went on to post some very fast times, inching up in the standings. The big break came when a number of teams lost riders on day three, and the U.S. teams fast special test scores helped jump them up to second in the competition, right behind the host Czech team. That may have been the finish right there, but fate dealt a blow to the Czech team on the very next day, when one of the Junior riders crashed right in front of a crowd in a special test, breaking his collarbone and costing his team 15,000 points per day. The American team thus fell into first, already with a huge lead over the second place Dutch team, and never looked back. Junior World team member Steve

Hatch posted the best American time of the week; Kevin Hines was second fastest 13 seconds back.

The American World Trophy team didn't fare as well. The team of Randy Hawkins, Kelby Pepper, Kevin Hines, Fred Hoess, Dave Bertram, and Drew Smith, saw their chances fade on day three when Hoess blew a tire in a tight section and Bertram followed some riders off course. Both riders lost time at the end of the day, and there was no way to make it up.

The best American club team finish came from the King Philip Trail Riders, a three man team consisting of Peter Ruggiero from Rhode Island, Ron Lawson of *Dirt Bike* magazine, and Ray Davis. Sweden won the World Trophy, and Frenchman Stephan Peterhansel was the overall winner of the event.

Look for a complete story next month.

some photos of the boots and a few details. Two models will be offered, the Sidi Top Action and the Sidi Off Road. The Top Action will be the high end boot, featuring top-grain leather, ski boot-type buckles, plastic exterior plating for protection, and Kevlar protection inserts. The Kevlar is probably to reduce the chance of ripping the boot all the way through if you tear it on a sharp rock. Bill says the boots compare favorably to Alpinestars top model, and the Sidi boots will retail for \$229.95.

The Off Road is the lower-end boot, for those of us on a fixed income. It looks a lot like the basic Hi-Point boot—no frills, just basic solid construction—although the Off Road comes with those neat ski-boot buckles, a plastic inner calf shield, and full interior padding. Best of all, the Off Road will retail for \$179.95, which is not a bad price for a good boot these days. All of the Sidi boots will be available in sizes 6 through 13, in four colors: white with red, white with blue, solid blue, and solid black. Ask your Acerbis dealer about them.

HINES WINS ONE

Pardon us if we appear a little punchy, but we've been celebrating a little this month, and I fear it's affecting our performance. What is there to celebrate? Well, Kevin Hines has finally won a national enduro this season, thus justifying his masthead position on this magazine. You see, that's about all he can do to keep his place on the staff, since he never sends in any stories or anything. We're more than happy to keep Famous National Riders on our masthead, just like everybody else, but we have one rule: *every now and then they have to win something!*

Seriously, though, Hines topped the field at the Houston, Texas, round of the national series, just in front of Kawasaki's Kurt Hough. Jeff Russell, current points leader for KTM, finished in third, and Randy Hawkins finished up in fifth. Splitting up the points that way certainly hurt Randy and Jeff, and we asked Kevin if he had any chance of beating the two of them for the championship. He laughed: "Not unless they both die in a car accident!" he said. "I picked up my position a little bit, I was about eighth in the standings before Houston, and now I've moved up. But those two are so far ahead, I couldn't beat them unless they got zero points at the last three events."

What are our predictions? That Randy will continue to wail in the last three runs, and that Jeff will have his hands full holding onto his lead. When the dust clears, we'll bet that KTM leaves everybody covered with speed splatter, but not by a wide margin. □

GO TO THE SHOW

The Isuzu International Motorcycle Shows released an ambitious schedule this year, and if you're interested in getting the scoop on all the hot stuff for '92, you may want to take in one or more as they come to our neighborhoods. Shows will be in Boston (Bayside Expo Center, January 3-5), St. Louis (Cervantes Convention Center, January 10-12), Chicago (Rosemont/O'Hare Expo Center, January 17-19), New York (Jacob K. Javits Convention Center, January 31-February 2), San Francisco (Cow Palace, February 7-9), Detroit (Cobo Hall, February 14-16), Philadelphia (Valley Forge Convention Center, February 28-March 1), Daytona (Daytona International Speedway, March 5-8), Houston (Houston Astro Hall/Astro Arena, November 28-December 1, 1991) and Anaheim (Anaheim Convention Center, December 6-8, 1991).

BRAKE SNAKE

Used to be that you'd take an old control cable and remove it from the housing, then use it to run between your frame and control pedals to keep brush out of the shifter and brake pedal. Not any more; now Progressive has made it even easier by packaging a piece of cable and an ultra-trick little clamp in a kit that you can

hook up to your bike in just a few minutes. The clamp is the key—we never could find anything to bind those old cables and keep them tight. Progressive's Brake Snake kit costs all of \$7 or so and you can find it at any well-stocked dealer.

WORLD VETS

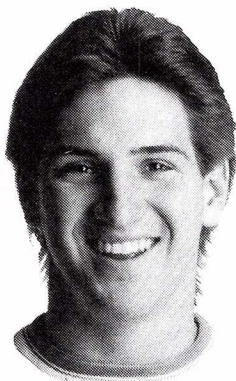
Hey, if you happen to be in Southern California the beginning of this month, see if you can check this out. The White Brothers are hosting the World Veterans Motocross Championships in Perris, California, at the Perris Raceway. Naturally, it is for Vets only, and there will be a Pro class as well; which means you may be able to see the likes of Brad Lackey, Jim Pomeroy, Roger DeCoster, and who knows who else. There will also be a Vintage class race on Saturday, as well as a display of vintage bikes sponsored by Vintage Iron International. Dates for the event are November 2nd and 3rd, and for more information call White Bros at (714)554-9442.

ACERBIS BOOTS

Last month we mentioned that Acerbis was going to be bringing in Sidi boots in the near future, probably available shortly after you read this. Well, since then, Bill Berroth has sent



THE CHAMPIONS

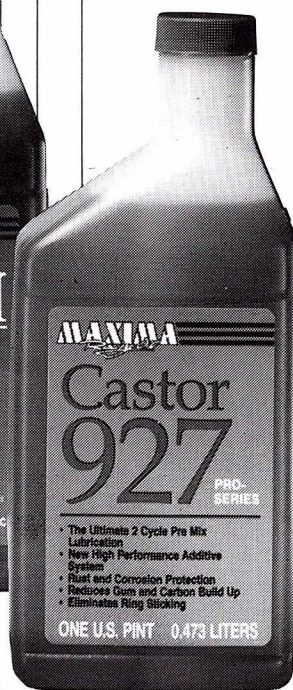


Ron Lechien

2 Time USGP Winner
500 & 250

2 Time Motocross de
Nations Champion

A.M.A. 125 National
Champion 1985

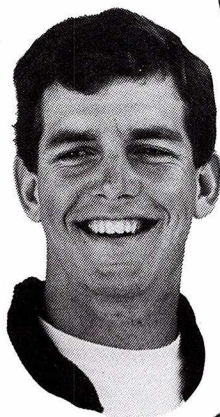


Dan Smith

5 Time A.M.A. National
Hare and Hound Champion

2 Time SCORE/BAJA
Champion

6 Time A.M.A. District 37
Desert Champion



Mike Fisher

1990

A.M.A. Super Cross and
Outdoor #1 Top Privateer



Ty Davis

1990

A.M.A. 125 Western
Super Cross
Champion

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over 40,000 hours of
Championship Racing without an
oil-related engine failure.

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- Grease • FFT •
- MTL Transmission
- Fluid • Hi-Test
- Octane Booster •
- Premium 2

Jeff Dement

1990

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State Champion
80 cc Expert Grand
National Champion
(Ponca City)



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THE GREAT CAPE ESCAPE

Yet another chapter in the Hines vs. Norton battle!

by Paul Clipper

Bourne, MA 8/11

If anything had become obvious, late this season in NETRA, it was the undeniable fact that a war had broken out. Kevin Hines and Tommy Norton were going at it, and their rivalry was producing a lot of decent racing at the hare scrambles.

Who knows how it started? Maybe Tommy was shooting his mouth off, maybe Kevin didn't take kindly to being beaten; but the end result has been a series of epic battles.

The Great Cape Escape, produced by the Pilgrim Sands Trail Riders, promised to present a repeat of the show so far. Hines had no national enduro to attend that weekend, and Norton was without a GNCC to distract him. The two would face off in the Cape Cod sand, Hines' home turf, and one again everybody else would be fighting for third. The scene had repeated itself at the Connecticut State, CA-TRA, Greylock; the King Philip enduro—every time these two got together the racing action was intense.

Cut to the chase: the last race of the day was on the line; the Expert and Amateurs, lined up on the unusually short starting straight. I'm standing at the apex of the gentle first turn, and from where I stand I can see Hines clearly. Norton is out of sight, way over to the right, and there must be 50 riders in the first wave.

When the gun goes off Hines is literally absorbed by the crowd. He must have had to take two kicks to start, because he was mid-pack through the first couple of turns. Norton, on the other hand, had wicked his 125 into a frenzy right off the start and took the lead into the first and second corner with even a little bit of air behind him. They all charged into the woods and disappeared for the 8.4 miles it would take to complete the loop.

A quick run around to the spectator uphill on the far side of the course got us in position for the first lap tally, and it wasn't long until Norton came by, all alone and roosting. Everybody looked at their watches, and it was nearly a full minute before the next riders came along. Kevin Hines was chasing Jim Copeland, and got past him right in front of us.

It was time for the Hines/Norton show, and we were all ready. The two riders came together during the second lap—Hines claims he picked up the pace, and Tommy's girlfriend Cheri confirmed that Tom backed off from the pace he set on the first lap. Either way, they met in the middle and went on from there, trading the lead back and forth. Tommy stopped for gas at the finish of the second lap, and Kevin pulled out a

lead until he had to stop for gas, then they were back together again. In the middle laps of the Cape Escape they were practically banging handlebars, but their choice of bikes finally split them up. Norton could only get 20 miles out of



a tank of fuel on his 125, while Hines had more of a cushion. As a result, Norton had to stop three times for fuel, while Hines only needed two stops. In the end, Hines crossed the line 34 seconds ahead of Norton—about the length of one of Norton's gas stops.

Afterwards, Hines was complimenting Norton's riding, saying "Tommy was going really good out there," which is the kind of thing you say when you've just beaten someone. Norton said "It's fun to actually be able to race with

someone; it's awful difficult to keep your pace up without someone to key off of." Were they talking to each other? What, are you crazy? Neither one of these guys like to get beaten, and they've been swapping that honor back and forth all season, and they'll probably continue!

Before the final race came the Juniors and Novices. The Junior/Mini class followed a shorter course than everyone else (as well as a smoother course—they were first into the sand), and John Cahill was the first Junior class riders across the line. He was chased in by Dan Plourde. Scott Brothers' son James was cooking in the Mini class, and he hammered into the finish with a bit of a lead on Josh McLevy.

Jason Mahon was the top finisher in the Novice class, coming out of the 250cc ranks to do it, and Robert Speron, also on a 250, was top finisher in the Amateur class. Speron finished all six laps that the Experts did, and so did everyone in the top five of the 250 Amateur class, just in case you were thinking that the pace was a little slower down there! Tom Norton was credited with the Expert overall, and Hines, of course, was the overall champion.

The Great Cape Escape had an ulterior motive. As well as being a hare scrambles, the race

Norton missed out on the Cape, but since has gone on to clinch the NETRA championship. Tight action was the name of the game, and a short start straight kept the speeds low.



also served as a benefit for the Cape Cod chapter of the Cerebral Palsy Foundation. At the end of the weekend PSTR counted up the take and donated \$1000 to the charity, which was a

really great gesture on the part of the club.

The Pilgrim Sands Trail Riders did an excellent job of hacking out a course in the Cape Cod scrub, terrain which is surprisingly similar to South Jersey. Co-Trail Bosses Neil Currie and Rick Wolf worked themselves mental getting it all together, and deserve a lot of credit. They put together a successful event, just 100 yards from the foot of the Bourne Bridge, without a doubt one of the busiest intersections in Cape Cod, especially on a hot summer weekend. The only complaints came from riders who felt the trail was a little too narrow, forcing a one-line chase through some parts of the track, but next time the trail will no doubt be wider. Now, all

they have to do is figure out how to get the course to run just a little closer to the beach, and they'll have the perfect hare scrambles! □

Kevin Hines took the win, with about 20 seconds to spare. Watching Norton and Hines go at it was a real treat; really fine racing.



Great Cape Escape

Kevin Hines

Overall Champion

Tom Norton

Expert Overall

Robert Speron

Amateur Overall

Jason Mahon

Novice Overall

Expert 125

1. Tommy Norton

2. Todd Stavens

3. Cary Clark

4. Phil O'Brien

5. Paul Blanquart

Expert 200

1. Steve Wall

Expert 250

1. Kevin Hines

2. Chris Chrispin

3. Mike Pydych

4. Dave Gunn

5. Paul Milliken

Expert Four Stroke

1. Lee Pelletier

2. Bret Collins

3. James Burns

4. Bill Drummy

5. John Campetti

Expert Veteran

1. Phil Lemere

2. Steve Formanek

3. Jim Doran

4. Dan McNeil

Expert Senior

1. Al Zitta

2. Bruce Wilcox

3. Steve Wilcox

4. Jim Simone

5. Dave Kelly

Amateur 125

1. Will Doherty

2. Scott Demacaro

3. Joe Benedetto

4. Glenn Brigham

5. Skip Todesco

Amateur 200

1. David Coutts

2. Kevin Soboleski

3. Steven Hall

4. Sebby Vernali

5. Phil Herbert

Amateur 250

1. Robert Speroni

2. James Kelly

3. Stacy Ames

4. Tim Pydych

5. Bob Davidson

Amateur Open

1. Mike Hines

2. Robert Maguire

3. Paul Olson

Amateur Four Stroke

1. Richard Fasoli

2. Phil Cone

3. John Clark

4. Brad Rothman

5. Paul Mooney

Amateur Veteran

1. Paul Leon

2. Jerry Bernardo

3. Steve Peloquin

4. Glen Dougherty

5. Cliff Snow

Amateur Senior

1. Jim Peterovic

2. Rick Hesser

3. Steve Bobetsky

4. David Verdetto

5. Tom Simeon

Novice 125

1. Randy Lynch

2. Chris Merrill

3. Ed MacPherson

4. James Padini

5. John McAdams

Novice 200

1. Jeff Martin

2. John Kropinnicki

3. Eric McEacherin

4. Jonathan Greene

5. Todd Dobkowski

Novice 250

1. Jason Mahon

2. Steve Jason

3. Chris Diaz

4. Peter Vaneyswood

5. Shannon

Dancyciczko

Novice Open

1. Doug Seary

2. Robert Chenkus

3. Chris Sweeny

4. Gary Gingras

5. John Bryant

Novice Four Stroke

1. Gary Lowe

2. Chris Hayes

3. Al Decubellis

4. David Jackson

5. Dave Veracka

Novice Veteran

1. Joe Tartaglia

2. Chris Poudrier

3. Steven Plourde

4. Brad Soule

5. Steve LaBrecque

Novice Senior

1. Al Fagan

2. Craig Baker

3. William Billenstein

4. Ed Barnes

5. Bryan Kynock

Women

1. Sherry Landry

2. Susan Cadieux

Junior

1. John Cahill

2. Dan Plourde

3. Kris Mooney

4. Jake Davenport

5. Dave Johnson

Mini

1. James Brothers

2. Josh McLevy

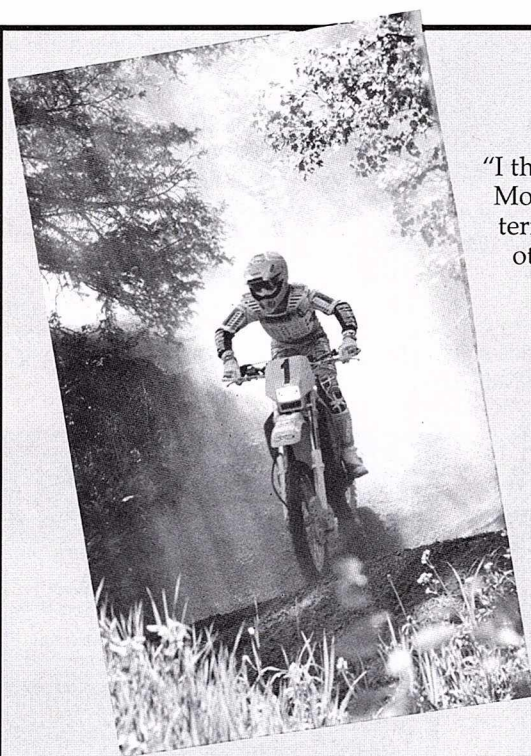
3. Nathan Lis

4. Corey Newmann

5. Jason Dixey

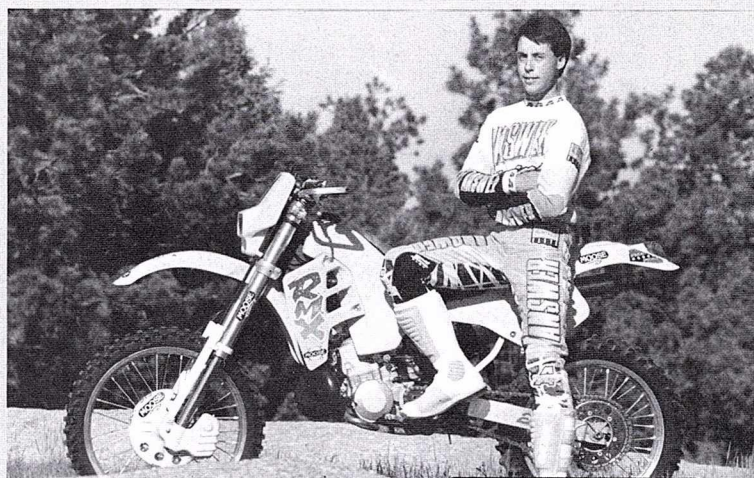
Heritage

Ken Doucette



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Moose Racing heavyweight flywheels and other products were used by many of the fastest Americans at this year's ISDE; riders like Randy Hawkins, Jon King, Kevin Hines, Ray Davis, Bruce Field, Kelby Pepper, Dave Bertram, and Fred Hoess. Call Moose Racing today and get the winning advantage for your machine. Nobody knows the woods like the Moose!

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Down and Dirty

Racer Shootout!

1991 YZ250, KTM300, and KDX250 in the eyes of the guys who ride them

By Dan Anderson, Midwest Editor

Dallas Center, IA

Soon the 1992 model year bikes will be appearing on showroom floors and riders will be flocking to empty their checkbooks for the privilege of being the first in their neighborhood to own one of these mysterious new machines.

Other, more economy-minded riders will be scoping out the same showrooms in hopes of scoring bargains on 1991 model year leftover bikes. Leftovers can be substantially cheaper than current-year models, and many riders save major money by purchasing year-old bikes.

They also save themselves a lot of time and frustration by waiting until somebody else has worked out the jetting and suspension problems common to new, untested models. By the time these economy-minded riders are ready to fork over cash for a "new" bike, they have a very good idea of what it will take to set the bike up for their exact style of riding, no experimenting necessary.

That's why this comparison of a 1991 KDX250, a 1991 KTM300, and a 1991 YZ250 can save interested buyers time and money. This isn't a test of what the bikes should



What do owners really think of their bikes, and, what do they think of everybody else's bikes? We thrashed them all, including the riders, and learned a few things.

do or could do...it's a test of what they have done for three enduro/hare scrambles riders who have spent the spring and summer dialing

in their personal mounts. These riders aren't professional riders hired by the magazine to give their short term impression of the bikes. They're guys who paid for the bikes, have been racing them every weekend, and know the good and bad points of the machines.

Our panel is made up of three AMA District 22 riders:

- Mark Martin is 30 years old, stands 5 feet 10 inches tall, and weighs 180 lbs. He is an AA enduro rider, an AA hare scrambles rider, and was a silver medalist in the 1989 ISDE. He rides a KTM 300EXC.

- Kirk Ballard is 31 years old, 6 foot 4 inches tall, and weighs 200 pounds. Like Mark Martin, he is an AA enduro rider, AA hare scrambles pilot, and also brought home a silver medal from the 1989 ISDE. His bike is the KDX250.

- Tony Vignaroli is 26 years old, stands 6 foot 3 inches tall, and weighs 200 pounds. In the three years he has been racing he has gone from a C rider to a AA hare scrambles rider and an A enduro jockey. He rides a 1991 YZ250.

The format for this comparison is to get each rider's opinion of his stock bike and then detail any modifications he has made. We'll close the article by letting them offer their

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ROLLCHARTS

*JART Rollchart Sample

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ANY TRAIL RIDE	9:28	39.2 24
ANY PLACE	9:29	39.6 24
ANY TRAIL RIDE	9:30	40.0 24
ANY PLACE	9:31	40.4 24
ANY PLACE	9:32	40.8 24
*VERSION FOR ANY RIDER	9:33	41.2 24
*CHOICE OF AA	9:34	41.6 24
& FACTORY RIDERS	9:35	42.0 24
CALL OR WRITE:	9:36	42.4 24
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opinions of the other bikes in the survey, just for fun.

MARK MARTIN'S 300 EXC

As delivered, Martin felt that the rear suspension was pretty good, but that the front suspension needed help. "The front end dove pretty bad going into corners, and was harsh over small bumps," says Martin. "I changed the oil and messed with the damping right away. The oil level was at 130mm stock, and when I changed the oil I raised it to 120mm. That helped, but it still wasn't what I wanted, so I had Hickman Racing in Des Moines change the internal valving to make the rebound more plush. It works a lot better now, though it still dives a little more in corners than I like. I think a little fine tuning of the oil level and valving will take care of that."

Martin thought that while the stock rear suspension was better than the front, it still needed some attention to perform up to his standards. "The spring wasn't stiff enough for the way I ride, so we went to the next stiffer spring that KTM offers. The stock settings weren't quite right for me, and I ended up setting compression at three clicks and rebound at seven. Changing the stock shock oil made a big difference...the fresh oil worked a lot better. And I cut the bottoming bumper in half, like KTM recommends, to give it a little more travel before it bottoms."

Martin gives the motor on his KTM high marks. "Powerwise, it's definitely more than a big 250. It's got great low end power, and the midrange is strong without ripping your arms off. My previous bikes were Honda 250s, and it took a while to get used to the longer power band, but now that I'm used to it I really like it. It's great for tight woods riding where you need lots of low and mid range power."

The bike came jetted slightly rich for Martin's tastes, and he leaned it out to clean up some rough spots. That may have contributed to a seizing problem, though Martin attributes it mostly to "...hot weather, deep mud, and brain fade." The seizure apparently fatigued the power valve, and shortly after rebuilding the engine the worn power valve attacked the new piston, resulting in a second rebuild. But Martin is confident he has the engine problems under

control. "Now that we've got the jetting dialed in and I'm a little more familiar with how the bike works I haven't had any problems."

Martin added an Acerbis plastic silencer shortly after purchasing the bike and plans on installing an aftermarket pipe in the near future. "The Acerbis silencer really seemed to make it run better, and I'll put on an aftermarket pipe just because they're cheaper than a KTM pipe. It seems like I need a new pipe about every three or four months...they keep getting smashed for some reason."

Martin's only complaints are minor and easily fixed. "The footpegs were too narrow, so I ordered a widening kit from KTM. They're OK now. And the seat foam is trashing out real fast, so I can see a Ceet replacement seat coming real soon."

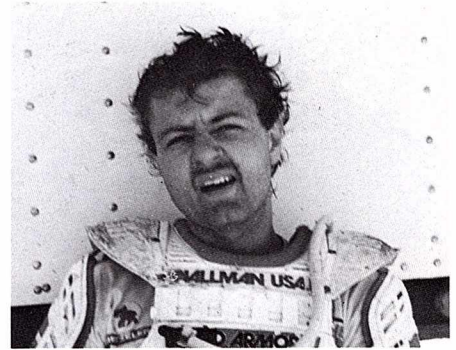
His overall opinion of his bike now that he has it dialed in? "It's great in tight woods, very smooth, very tractable. The motor puts out power down low a lot like a four stroke. It's comfortable to ride, and now that I've got the suspension dialed in it doesn't beat me to death. It's a nice bike."

KIRK BALLARD'S KDX250

Ballard felt the stock KDX was a good bike, but not exactly what he needed. "It had reasonable power, and the suspension was adequate for a C or B enduro rider," he says. "But for my weight and riding style (Author's note: Ballard's riding style would probably be best classified as "insane") it was just too soft. It wallowed real bad, the front end bottomed a lot, and the rear bounced all over the place any time I twisted the throttle on bumpy trails."

His solution was to send the front and rear suspension to Pro Circuit for a major overhaul. "They put heavier springs in both the front and rear, and revalved them too. The bike seems to ride higher now and it doesn't dive in corners anymore. I'd have to rate the modified suspension in the "fantastic" category."

Ballard felt the KDX's motor also needed a little help. "It had good low end power, and fair midrange, but it flattened out when it hit top end. It was great for enduros but a little weak for hare scrambles." Aside from switching head gaskets, his solution was to modify the engine's peripherals. "I put a KX250 head gasket in it to



Top to bottom: Mark Martin, KTM 300; Tony Vignaroli, YZ250; Kirk Ballard, KDX250. These three guys stand as proof that different strokes suit different folks.

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up in hare scrambles."

While working in the vicinity of the airbox Ballard discovered a possible problem spot between the airbox and the carburetor boot. "From the factory, it's not as watertight as I like, so I used some silicone to seal it up. Aside from that, the bike is really waterproof. I rode through water up the tank and it never sputtered once."

Ballard also swapped other parts to fine tune the bike to his riding style. "I've never like KDX bars, so I bolted on a KX model SR bar I had laying around and I like it a lot better. I've never gotten along with stock Kawasaki chains, so I swapped the dealer for an RK O-ring chain before I brought the bike home. And the seat is a little soft, but I've owned six Kawasakis and

raise the compression, and after the first ride I tossed the top of the airbox. Since Kawasaki mounts the ignition on the airbox lid, I had to relocate it to the frame and front of the airbox. Opening up the airbox changed the way the engine breathes, so I had to go to a one size leaner main jet. I put on a Pro Circuit pipe, and am getting a Pro Circuit silencer. Once I get the jetting dialed back in I think I'll have a fantastic motor. It should have great bottom and mid-range for enduros with enough top end to keep

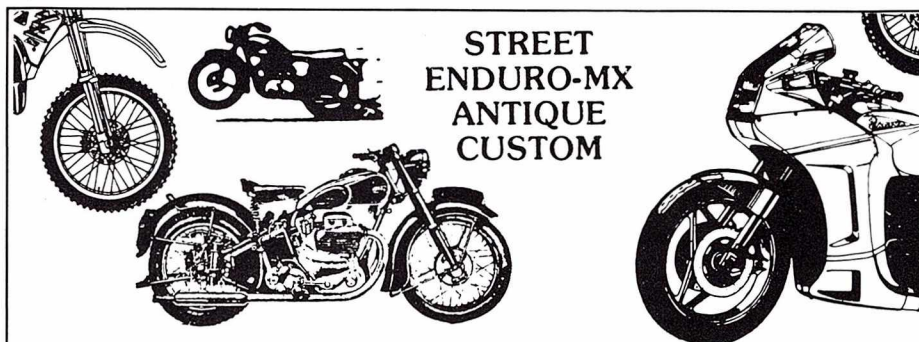
I've said that same thing about every one of them."

Overall, Ballard gives his modified KDX high marks. "The suspension works great now and I like the smooth power of the engine. The clutch action is good, and I'm really impressed with the brakes on this bike. I've been riding in a lot of mud, and I'm still a long way from wearing out my first set of rear pads. That solid rear disk is the best I've ever seen for helping pads last."

The KDX250 has been criticized for its bulk and mellow engine performance, but Ballard feels such charges are misdirected. "Yeah, it's heavier than the KXs I've ridden in the past, but it's also carrying more lights, more wiring, a heavier silencer, and a couple gallons more gas. Fix up a KX for enduros and it wouldn't be a whole lot lighter. As far as power delivery, I'm not sure that motocross powerbands are really the hot ticket for enduro riding. I think tractable power is more important than raw power, and tractable, controllable power is what the KDX has lots of. The KDX is a good bike, possibly a great bike, as long as you match it to your style of riding."

TONY VIGNAROLI'S 1991 YZ250

Vignaroli went from a CR250 Honda to a 1990 YZ250WR to his 1991 YZ250 in a matter of months. "I thought I wanted more of an enduro style bike, so I bought the WR, but just wasn't happy with it, so I traded for the new YZ. I've never regretted trading. I love this bike!"



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Vignaroli occasionally races motocross as well as hare scrambles and enduros, and prefers his suspension settings to be on the firm side. "I like the suspension set where it was when I picked the bike up from the dealership. I tried softening up both the front and rear because everybody says you have to have a soft suspension for woods and rocks, but it just didn't work for me. When I backed off on the suspension it felt mushy and developed a speed wobble when I hammered it coming off big bumps. I just get along better with a stiff suspension. With a soft suspension I can't "feel" the trail as well, and it throws my timing off."

He is as pleased with the stock engine as he is with the suspension. "It's got good bottom end, a strong midrange, and a wicked top end. I can lug along if I have to for an enduro, or crank it up and fly for a hare scramble. I like a hard hitting engine, and the YZ definitely works that way. When it gets into it's top end you'd better be hanging on."

Vignaroli has only a few complaints with his YZ. "The brakes were a little touchy until I changed the fluid. There wasn't any "feel" They were either full on or full off. New fluid fixed that and now I'm happy with them. And you've got to watch the rear suspen-

sion linkage when you're crossing logs. It hangs down pretty low and can take a real beating if you're not careful."

Overall, Vignaroli is extremely pleased with his bike. "I like the suspension, I like the engine,



Normal riding for the shootout included woods trails and fun riding on a motocross track, just like any of us would do.

and so far it's been extremely reliable. I've ridden in a couple really muddy, sticky races this year where a lot of other bikes were overheating and seizing up, but the YZ just kept on cranking. I had to adjust the clutch three times

in one really nasty, muddy enduro, but other than that it never even whimpered. Right now, you couldn't give me another bike."

BEAUTY IS IN THE EYE OF THE BEHOLDER (AND OWNER)

Now that we've heard what the owners think of their bikes it's time to get some second and third opinions. We had these three friends swap machines and then give their evaluation of their friends' bikes.

• Mark Martin (KTM 300) on the KDX250: "I rode the KDX before and after Kirk had the suspension rebuilt. Stock, it was just OK, but now the suspension works pretty good. My only complaints now are that it seems to ride real high, tends to dive into corners a little, and for some reason I have a hard time turning it like I want to."

"The engine is not very strong. My KTM will pull one gear higher in most situations. Usually you can slip the clutch and get a bike back into its power, but if you slip the clutch on this KDX it just falls on its face. If you keep it in higher rpms it will move right along, but it takes a lot of shifting."

On the YZ250: "This is definitely a motocross bike. It isn't set up for my style of riding. The motor has a short, hard powerband and the suspension is really stiff. It beat me to pieces

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over choppy stuff, yet it bottomed when I landed off some big jumps. Aside from the suspension and motor it's a real comfortable bike to ride. I like the way the seat, peg, and handlebars are laid out. If I spent some time and dialed the suspension and power delivery in for the way I ride I think I could go real fast on it."

• Kirk Ballard (KDX250) on the KTM300: "I have to admit that the KTM's motor is better than my KDX. In a drag race they're pretty much dead even, but the KTM's delivery is better for enduros and woods riding. The suspension wasn't bad, but I'd have to spend some time making it right for me. For some reason I feel crunched up on that bike...the seat forces me to ride almost up on the tank. Maybe that's why it wants to dive into corners on me...too much weight toward the front. On straightaways and over logs the suspension works great. I could go fast on this bike once I got it set up for me."

On the YZ250: "I thought the suspension sucked. It beat me to death on small bumps that I don't even feel on my KDX. I played with setting the suspension settings softer, but still couldn't get them to where I wanted it. I think the spring rates are way too stiff for my style of riding. The engine has good power; low, middle, and top end, but it came on a little too abruptly for me. It could be a handful in a tight, muddy situation.

On the other hand, I really like how well it turned. I could really carve corners on it. Soften

up the suspension, mellow the power band, and I could get along with this bike a lot better.

• Tony Vignaroli (YZ250) on the KDX250: "I was really impressed with the KDX until I rode it. It's not worth the money. You shouldn't have to spend a lot of money to get a brand new bike to work right. The bike has no power...I had to spend all my time shifting to keep it moving, 'cause slipping the clutch didn't help. I admit that it has smooth, tractable power, but I'm not sure it's got enough power to pull you out of a really long, deep, sticky, mudhole.

And I felt all cramped up on the KDX. Kirk is taller than I am, so it should be set up with plenty of room, but I felt like the bars and seat and pegs were all too close to each other. Overall, I can't get too excited about the bike. But it certainly is a pretty color of green..."

Well, dear readers, that's the way it goes when it comes to comparing bikes. One man's dream machine is another man's motorcycle nightmare. After the dust and mud had settled and our three riders had quit ragging on each other's bikes, all three agreed that there is no such thing as a perfect motorcycle. Every rider looks for something different in a machine, and only time, experimentation, and money can make your motorcycle right for you. Mark Martin probably summed it up pretty well. "Every bike I ever owned had its good points and its bad points, and every bike I owned took 500 miles and \$500 to get it like I wanted it." □

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KTM '92

New pieces, new prices

by Paul Clipper

Lorain, OH 9/8

The new KTM machines were introduced this weekend, at the company's Lorain, Ohio, facility. The occasion was KTM's annual dealer meeting and sales seminar, and as an additional treat to the dealers and press attending, they rented out the entire facility at the Amherst Meadowlarks motocross track for the long weekend of meetings and riding. Dealers were pleased to be listening to all the pep talk within spitting distance of a place to ride, and more than one dealer was heard to comment that "this is way better than a room in a Ramada somewhere!"

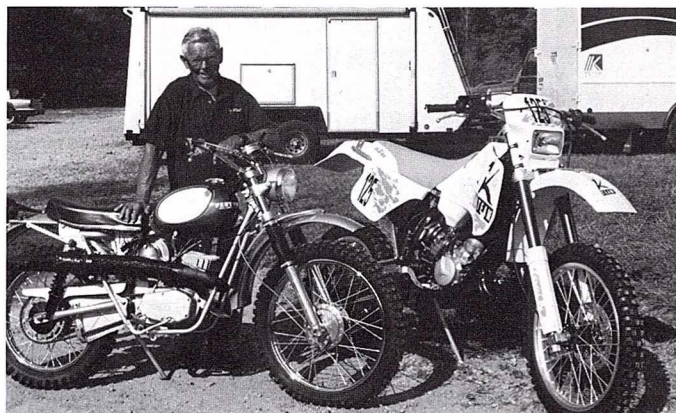
This year's production of KTMs began the 25th year of KTM's active business in the U.S., and the first importer of the line, John Penton, of the Penton motorcycle name, acted as guest speaker and gave everyone in attendance a short but emotional look at what the start of the business was like. Privately, we will tell you, that if you every get John Penton sat down and

talking about the "good old days," you really will not be disappointed.

A new "Speed Splat-ter" paint scheme was evident on the bikes, and lots of little detail improvements, but the proof is in the riding, isn't it?

SUSPENSION NEWNESS

Heading the list of '92 improvements to all models is improved White Power sealed cartridge forks. This new system is much more resistant to cavitation, which is the bane of the older White Power forks. The sealed cartridge is a chamber, basically, that prevents air from entering the critical damper rod piston area of the forks. Air in the system, caused by certain types of riding conditions, was the bane of the old White Powers, or so they say, and this new



John Penton came by to give a little talk and help celebrate 25 years of KTMs in America. John is the man responsible for the Penton/KTM motorcycle, and is well known among enduro veterans. The '69 Penton belongs to Kevin Hamilton, of Hamilton Sportcycles.

design cures it.

Regardless of the air, we all know that once you get even older White Powers valved, they can work excellent, so we were all curious about the valving. Do they have it right for 1992? We rode each of the E/XC bikes on a one and one-half mile hare scrambles loop laid out on the Amherst Meadowlarks club grounds, and although it is difficult to tell over a short piece of ground, the bikes felt very supple and cushy in the woods. As with every group of bikes, they all felt different, as well, but we can

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offer some generalizations:

- They all seem to be sprung correctly, for our conditions. This means the western magazines will complain that they're too soft, but we know better.

- The 300 felt the best. Both ends were balanced, and the bike felt stable ridden upright through the woods or wide open in soft whoopedos. No bouncing, good bump absorption, and positive handling.

- Although the 250 was our personal favorite, it seemed like the front end needed more rebound damping. In true form, we never bothered to change the rebound clickers on the forks—which is probably all it needed—and later on the front tire sprung a leak, which slowed down the demo rides considerably. Even so, the basic damping and springing felt correct.

- The 125 E/XC felt balanced, as far as damping goes, but the rear spring preload was too low and the front end wanted to hunt around a little. Of course, if we didn't changed the clickers on the 250, you know we never bothered to re-set the rear sag, so don't even ask. Still, we can tell why Tommy Norton likes to ride one of these things—they're a feather in the woods!

All the KTM's rear shocks have been re-valved to suit the front end, but the internals remain basically the same. We have no complaints about the action of the shocks; no matter what the front end was doing all the bikes felt great in the rear.

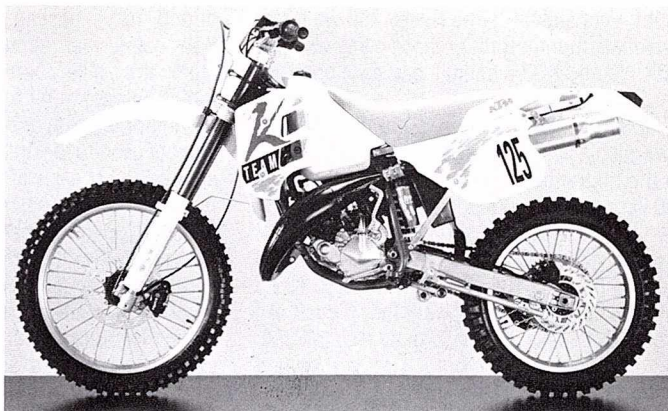
POWERBAND CONTROL

The KTM factory has the uncanny ability to

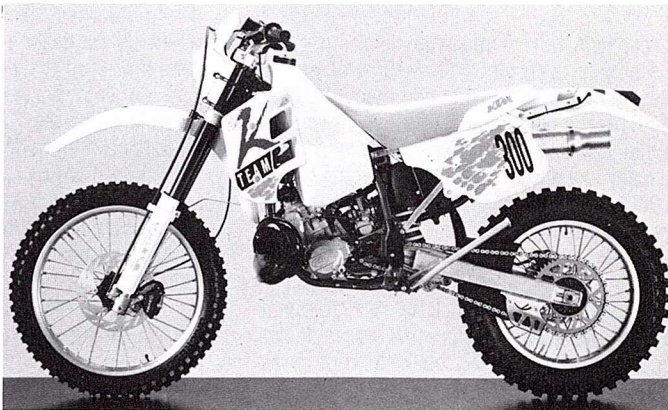
constantly squeak out improvements without stepping on it's own nose. Each year, the KTM E/XC models seem to grow smoother powerbands along with extremely high horsepower figures. All three of the woods machines were impressive.

We can unabashedly admit that we like the 250 best. Last year's engine seemed perfectly smooth; this one, if possible, is more perfect. The power delivery is like an electric motor, assuming you're running said motor on Cam-2. Strong off the bottom, real smooth to around 3,000-3,500 rpm, and then the power really starts building. The horsepower doesn't all come on in one huge lump, though; it builds fast, but not uncontrollably.

It's great power, no



The 125 E/XC has been given more horsepower and a wealth of other updates. Word from the ISDE is that they are super-dependable. Last year's most popular: the 300 E/XC. Look for a stronger power valve and smoother power this year.



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doubt. Very similar to the Husky 250 we taste-tested last month. Both of these bikes will give RMX, YZ and KDX owners a bad case of moto-envy.

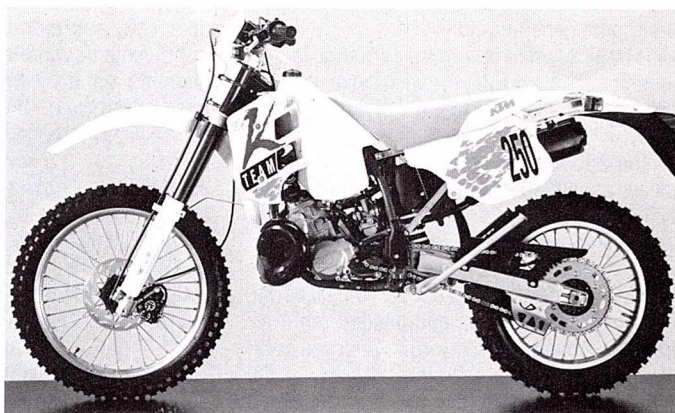
The 300 is...well, like a big 250. The 47cc of extra displacement seems to be concentrated on the midrange, because there's nothing the 300 likes better than a power wheelie. Not even any thought is required to lift the front end of this bike, all you have to do is crank it open and wait the fraction of a second it takes to climb onto the fat part of the powerband. It's not like a "big" Open bike, not as torquey as a full 350, 400 or 500cc machine, but it'll get you around in the Open class like nobody's business.

Riding the 125 is the most predictable act you can perform. The E/XC has a lot of flywheel effect on the bottom, due to a heavy ignition, which makes it real easy to ride at plonking speeds (which is why most serious racers opt for the 125 MX—it's a little harder to ride at slow speeds, but a flame in the quick stuff). The little engine overcomes the weight of the flywheel at about 2,000 rpm, and then it starts to sing. There is an incredibly effective powerband on this little bike, and, once you get used to its basically low power output (compared to a 250 or 300), you can rip through the woods like a bee-stung jackass.

We also rode the four stroke 600 LC4 on the hare scrambles course, and this bike could very easily become our favorite KTM. Available without lights as a D/XC version, this big single has, of course, an impressive bucketload of horsepower and torque, and wrapped up in a 250

pound (dry) package. You could just about start the bike barefooted (please don't try this at home, kids) once you got used to the drill, although KTM's use of a manual compression release like the Suzuki DR puts its starting drill a little higher on the pain-in-the-butt scale than the Husky four-stroke, which uses an automatic compression release. Still, it's an unbelievably fun bike to ride, and it could make four-stroke converts out of a lot of people.

The motocross bikes...we didn't ride. There was a crush of dealers waiting to try them, and it was more fun to ride the enduro bikes than stand on line. Basically, they are the same powerplants as the D/XC models (always rumored to have more horsepower than the E/XC) with tighter gearbox ratios. The tight ratios are critical for MX work, but savvy woods racers know that a close-ratio box means never being in the wrong gear, so you'll see a lot of woods racers using the motocross models. This year, they've been re-dubbed the "SX" models rather than MX, in deference to Mike Fisher's excellent AMA Supercross series and Mike Healy's near miss in the World Championships. KTM will be



KTM is continuing the EPA-legal T/XC line with this 250 as well as the 300. They are basically E/XCs with a quiet muffler, pipe and airbox.

putting on a big push in the motocross arena this year, and the bikes are definitely hot, and more competitive than ever.

We also didn't ride the T/XC-designated EPA-legal bikes. Yes, *bikes*, because this year there's a 250 T/XC as well as a 300. Like last year, these bikes are genuinely EPA sound test legal, and they are definitely whisper-quiet. Aimed at trail riders who are fed up with all the noise (as we all should be, actually), the T/XCs feature all the specifications of the E/XC models.

ALL THE DETAILS

The brakes on all the bikes have been updated with new Brembo two-piston calipers on the front end, with a reputed 20 percent more stopping power. They felt good, but, as we said,

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you can tell best how a brake works when you're panic-stopping on a wicked downhill, and there were no hills in Amherst. The front and rear rotors have been redesigned also, and the Magura brake and clutch levers are new.

The rest of the wheels have been upgraded as well, with Excel rims on the SX models, and DID rims on the E/XC and D/XC machines. This should take care of the rim problems all you throttle animals have experienced.

All the triple clamps have been redesigned to be stronger and lighter, and we know they've achieved the weight objective because we hefted them. All the handlebars have been spec'ed out with a higher rise, and we're not sure if that's a good thing or not. We rode the bikes with stock-width handlebars, which must be about 33 inches, and it was hard to tell what was going on, with bars that wide. They did feel high; but chances are you have your own set of favorite bars anyhow. On the other end of your body, you'll find the footpegs are wider, which gives a lot more support to your feet.

We started spreading a rumor that the "new" Metzeler Unicross tires have been ten years in development, because they are identical to Metzeler's tried and true "MX" tires, front and rear. If they're not identical (except for the rubber compound) we're going blind.

They've got a new easy-access clutch on the 125; always welcome. They also improved the shifting mechanism on the 125 and 500/550. They've also got bigger tanks and Keihin carbs

on the 500s; maybe you can get better gas mileage out of them.

Big engine changes on the 250/300. They really did some work on the powervalve, which will be good news to the 300 E/XC owners around here who had problems with them breaking. The valves have been beefed up, and they also added a stop to the system, so if the valve should happen to break, it won't fall and take out the piston. The cylinder head is also stronger on these bikes, and the radiators have had their capacity upped 30 percent to keep things cooler.

The porting and piston specification has been changed to increase power, and it's pretty obvious that they succeeded. All of these new engine bits are wrapped up in a new set of die-cast engine cases that look a lot cleaner than the old sand-cast cases, and they also weigh a little less.

BETTER BIKES

Really now, there's nothing earth-shattering new for '92. It'll be the kind of year where the most *new* KTM riders you see will be buying MX bikes for a change. The people who will enjoy the new machines the most will be existing KTM riders who already know the advantages of all the little detail improvements for '92. And there's a host of you-all out there—at the dealer meeting, KTM officials revealed that the

1991 model year was their best ever, and the even exceeded the 1990 sales by a small margin. And this in a year that, for everyone else, was just short of a financial disaster!

Which leaves us at the one last sticking point: price. Without a doubt, the people who ride buy '92 KTMs first will be the ones who can afford them. Poor performance by the dollar overseas, and just the basic cost of production has forced the prices of the KTM line to "exclusive" levels. How exclusive? Well, at \$4995 the LC4 four stroke is a bargain, compared to other thumpers. The 300 T/XC will lead the price charge with a suggested retail of \$4715, and the rest go right down the line:

KTM is lessening the sting of the new prices by including (for a limited time) a kit of about

550 D/XC	\$4615	250 E/XC	\$4475
500 SX	\$4615	250 D/XC	\$4375
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300 D/XC	\$4575	125 E/XC	\$3625
300 SX	\$4525	125 SX	\$3475
250 T/XC	\$4515		

\$250 worth of needed spares, such as a piston kit, extra filter, gaskets, etc. No doubt, they're good machines for '92, but you're going to have to work just a few hundred dollars harder to get one. After checking out the new crop, though, we'll tell you one thing: you'll be getting your money's worth. □

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Mauna Kea 200

If it sounds like a volcanic Blackwater, it's no coincidence

By James Smith

Hilo, Hawaii 5/25-26

This year saw the 16th annual running of the Rock Island Riders' Mauna Kea 200, a two-day enduro which covers most of the eastern and central portion of the Big Island of Hawaii. The MK200 is a different sort of race which combines selected rules from an AMA enduro and some reliability trials rules, which makes for an interesting hybrid. The scoring being that of

ISDE Qualifier event.

The race, should you choose to become involved, will consume about three full days of your time. Starting with the retrieval of your bike from the shipping company in downtown Hilo that has had it for the past week or so. We arrive at the dock on the 24th to find 10 each 20-foot containers lined up, with 19 special 6-foot containers just around the corner. All of

which are full of bikes and riding gear from all over the Hawaiian Islands, with a few loose bikes from other parts of call like Japan. Sorting out our paperwork and unloading our container was relatively painless.

Tech inspection for the MK-200 is a little different than most mainland riders are used to. Here they actually take points for any deficiencies in meeting Hawaiian street-legal requirements. This list includes such items as a working headlight, taillight, brake light, a license plate, spark arrestor, mirror, horn and side stand. All of these items must be present and functional or you

can add 1 point for each item on the list at both the start and the finish of the race to your score.

Considering that the overall was taken with 15 points, the tech inspection points, or lack

thereof, are rather important. So, armed with my grocery bag full of enduro stuff, the games begin. After I have managed to finish installing a bicycle mirror, horn, roll chart, and instruments, I start to load in the speed changes and resets into my time keeping equipment. A crowd seems to be gathering. "Uh, do you know how to program one of those things?"

Well, about a dozen ICOs of varying gender later, I am able to finish loading my computer, and it is time to roll over to the gas truck and fill up before tech inspection and impound.

The Rock Island Riders have found it easier to provide all of the fuel for the race as part of the entry fee, rather than carting n+1 gas cans to the seven different fueling areas. Two-stroke



The worst muddy sections were short but nasty. Many riders ended their ride mired in the glop.

typical AMA enduro, with the added pleasure of impounding your bike for two and a half days with limited access by riders—and no access by non-riders—in a fashion similar to that of an



You don't argue with "keep out" signs, especially when there's a lava flow on the other side! Wonder how Metzlers work on it?

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(50:1 MC1+) and four-stroke fuel is available, so fill her up, and off to the impound I go.

Now that I have nothing else to keep me occupied, Jim's Pretty Good ICO Repair and



Motocross champion Rick Johnson got his introduction to enduros at the MK200. Looks like he's enjoying himself....

Programming Service gets into full swing. While the parking lot slowly empties and the hotel basement fills, the bench racing reaches its peak and then slowly wanes as the crowd disperses to their rooms, to clean up and eat prior to the rider's meeting.

The meeting starts at 19:00 sharp. The riders are informed that the race as they have known it no longer exists. This year the scoring will actually follow AMA enduro checkpoint protocol, with score cards and everything. Hey, no problem! This sounds good.

"This means that you will have to stop at all checks to be scored."

There is a general rumbling in the crowd, "You mean we have to stop at a check?" someone asks.

At this point, it should be pointed out that the MK200 has developed over the years from a one day hare and hound into a two-day enduro, of sorts. The fact that very few riders in the islands have ever been to a real AMA enduro, and as such, have never been exposed to proper check point behavior, has a lot to do with this question being asked.

What they had done in the past was to place secret checkpoints around the course, which you as a rider may or may not even see as you blast around desperately trying to get back

on time. In the past, the course has put you behind time schedule early, and with no resets except for the lunch break, you are always on the gas playing catch up.

The scoring was kept by the check point personnel, so you really had no idea how you were doing until the score was posted the next morning or just before the awards are handed out on day two. You had a general idea about how well you were doing, but you were never quite sure until the scores were posted. Some rather obvious scoring problems reached an unmanageable level as the race grew in size over the past couple of years. So, the Rock Island Riders asked for some help in understanding check point protocol, operation, and scoring, which, with the help of Kenny Lee Taylor (E.C.E.A. President) I was able to provide. So, needless to say, things have changed in paradise.

The room gets real quiet when the concept of resets is described, though most people still forgot about the difference between paper and ground miles as soon as they leave the room. Then the quiet is shattered when the crowd is informed that due to high levels of cheating in the last couple of years, with parts and general outside help being provided to some riders, no outside help will be allowed, period.

Armed with all this information I head off to get a good night's rest. For better or worse six A.M. rolls around, and the impound is opened for riders only. Your first day's score card is mounted in the holder and you patiently wait to be called out to the ceremonial start in the parking lot at 6:30. You are not allowed to start your engine until

the previous minute is ready to go (you don't want to wake up too many of the other guests). This gives you a rather short warm up before you have to blubber down the picturesque Banyan Drive and through town for the cameras, and to the real race start at 7am just outside of town. Key time rolls around and we are off, with three riders to a minute.

They let you roll about 100 yards and then dump you into an intense woods section that is filled with moss covered rocks, tight bar-banging trees, logs, and a lay your bike on its side and drag it under a tree section that does wonders to my stiff, still bed-sore muscles.

The course opens up into a series of terrific wood trails and two-track jeep roads that head you up through the farming district towards the Mauna Loa volcano. I mutter thanks to the trail boss for not putting a check coming out of the first woods section. There is still something that resembles dirt between the rocks, and even some grass as we ride in and out of wooded



Tire-shredding lava seemed like a constant companion on some parts of the course. Flat tires, and worn-out tires were a fact of life, and the thought of falling was, well, simply unthinkable!

sections along a powerline. As the trails work their way west, the dirt starts to disappear and becomes grass between the cracks in the lava,



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with a few loose rocks to keep you honest. This rather easy section is replaced by a dead-straight, double track road which undulates along for about 10 miles. Boring. This is, however, a rather deceptive section since the road is solid rock and each dip is filled with water. After 30 or so water crossings, some of which are seat-deep in places, a few riders discover that proper water proofing was required.

Just when riding through water is getting rather boring, you crest a rise and find yourself faced with a twenty foot high lava flow blocking your path. The ribbons head up into this ugly looking stuff called Ah-ah Lava. This is the first of a series of Ah-ah lava fields. Ah-ah lava is a light weight, very sharp loose lava rock, which is rather intimidating. When you first see this stuff up close it becomes obvious that even a minor crash will hurt...A LOT.

Riding across these lava fields can not be compared to anything that I have ridden on in the mainland. It is very unpredictable; it never seems to stabilize and it is scary looking. I must admit that it is probably more a head problem than actually being terribly difficult, since the locals just fly through these sections. So, there

is no advantage to having an early number in this stuff, since it is equally difficult for everyone, early or late. Just about half way across the first Ah-ah field you discover that the radiated heat from the piles of flat black-colored rock around you has pushed the temperature up from a rather comfortable 70 degrees to 90 degrees or so. If you are lucky enough to have it rain while you are on one of these flows the steam ris-



Hawaii being a group of islands, everything has to be shipped in, creating a minor container city at the start. Regardless of the tough parts, there was plenty of excellent



in the lava to stuff my front wheel into in fifth gear...I am told by my teammate that it was quite a spectacular endo. I'll take his word for it.

Then, all too soon, it is back into the Ah-ah lava with a speed increase. After the second Ah-ah field we ride through some scrub trees (rather similar to NJ scrub pines) surrounded with well rounded moss-covered lava rocks. The terrain generally opens up with nothing but loose, rounded lava rocks as far as you can see,

Mauna Kea 200 Class Results

A125			
1. Gerry Lopez	37	5. Grant Palanske	28
2. Phillip Oveland	43	A Open	
3. Domenick Grupido	105	1. Matt Schweitzer	16
4. Junior Pegeder	161	2. Patrick Gouveia	23
A200		3. Ed Cummings	31
1. Carl Kauai	22	4. David Stillwell	32
2. Troy Stocks	23	5. Steve Gilmore	32
3. Steve Zoll	29	A Teams	
4. Clyde Pacheco	30	1. Kauai Boys	
5. Brenton Block	42	2. Rad Rider Dudes	
A250		3. Maui Boys	
1. Joe Edsman	15	B Overall	
2. Steve Trinius	17	1. Patrick Rapozo	28
3. Matt Torres	26	2. Dickie Alcuran	45
4. George Knox	26	3. Mike Zane	45
		4. Steve Van Giason	47
		5. Bully Gomes	56
		B Teams	
		1. Fast Transfer Co.	

ing from the hot rocks proves to be a rather interesting sight.

Once across the first flow the course allows you to gather your breath and hopefully get back on time, by running you across some Pahoi-Pahoi lava which is a smooth, generally solid undulating lava (this is what most people think of when you say lava), with the odd large hole and just a few million loose rocks to keep things interesting. I manage to find a large crack

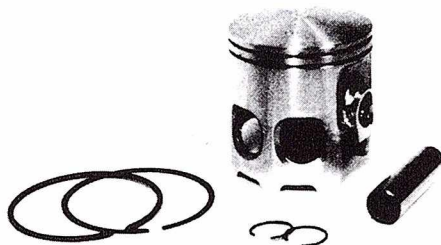
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this is very much like riding along in the loose gravel by a railroad track, except that the rocks tend to be a bit larger (3 to 18 inches in diameter), considerably deeper, and looser. It is like riding on ball bearings. Lots of fun. This leads us back into a third and final (on day one) Ah-ah field.

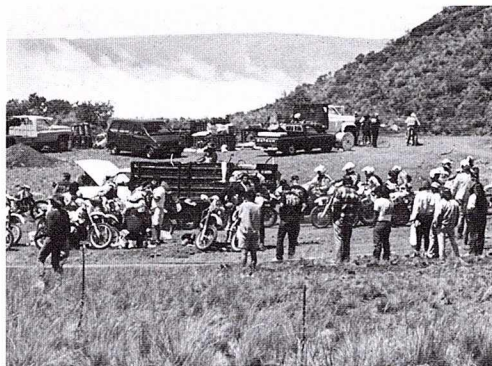
Finally we reach the last crossing of the Saddle Road, which is the highway that crosses the island between the Mauna Loa and Mauna Kea volcanoes, the course leads us up the observatory road to the lunch break at the 6000+ foot level. Both bikes and riders are starting to wheeze a bit with the altitude.

During the 60 minute break we all attempt to re-jet our bikes, gorge ourselves on bananas, oranges, and a Bento plate (If you are brave) while comparing war stories. All this while looking down at the clouds that have just started to roll in.

There are several riders who are still zero at this point, so having dropped one point I start to worry a bit, until I discover that I am still in good shape in the open class. Rick Johnson of motocross fame is riding in his second-ever time keeper and doing very well on a borrowed bike, though he is starting to notice some blisters forming on his hands. There are at least a couple of dozen people repairing flats. Thank you, Mr. Bib Mousse.

While we all wait for the restart after lunch, I can pass the time of day with friends and sup-

port team members, who are banished to the gallery outside the rider impound. I discover at this time that I am not allowed to have a tube of sun block passed into the impound to cover my by now blistering nose. Ah well, rules are rules. You would think that after four years of toasting



High mountain pitting. From this spectator point, you could look down on the clouds.

my nose in this race, that I would remember to carry some sun block with me, but no-o-o.

We once again line up and get checked out of the lunch break (points were taken for a late departure). The terrain has changed dramatically, since we have crossed the Saddle Road and started riding up on the flanks of Mauna Kea. This volcano is much older than Mauna

Loa, and since there has not been an eruption in recorded history the terrain is covered with a deep covering of ash, cinder and of course rock. This makes for a rather dusty ride. The traction is terrific and the speeds are high with the altitude rapidly increasing as we head around to the back (north) side of Mauna Kea.

The course takes you up to approximately 10,000 ft. through an old caldera filled with reddish black cinders and cinder cones around the perimeter. They no longer take us up over the top since they had a lot of problems with people passing out at 13,500 feet due to lack of oxygen. 10,000 feet is bad enough as it is.

The terrain is starkly beautiful. It is hard to describe, you just have to see it to believe it. When you pass through the caldera the terrain once again changes. The course uses a loose rock jeep road which will suck your wheels down to your hubs if you are sloppy. This makes for a couple of rather interesting half-mile long downhill with matching uphill.

The view from this point in the course is simply spectacular, looking down over the Parker Range region. Though more than a fleeting glance will spell disaster, once disaster strikes...why not take a look around while you try and suck some oxygen into your lungs. Extracting your back wheel from the frame-deep hole you just dug takes on a whole new meaning at 10,000 feet.

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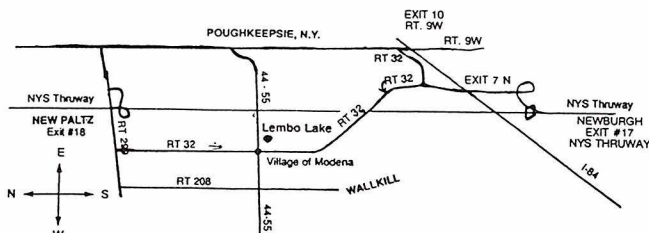
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Continuing around the mountain, the course becomes a combination of loose rocks on rock, and rock-filled silt on a jeep trail that takes a saw tooth path along the side of the mountain.

Just about the time that you think that you have this stuff wired, you discover that you are slowly losing altitude as you ride into the clouds, this reduces your line of sight to something less than 50 feet. Your goggles become totally useless due to the light misting of rain and the wonderfully dry dust just under the now wet surface. Maintaining a once easy 22 mph average through these conditions is becoming rather difficult, unless you have some other form of vision. Deciding what really is a corner becomes a high stakes guessing game, which due to the large drop off to your right makes it rather important that you not guess incorrectly. Eventually you enter some tight, steep switchbacks that drop you below the clouds to once again proceed with some level of confidence.

The course turns through a fence where the terrain changes once again. This section at first sight looks rather simple....wrong. The ground is covered with a silt which is up to a foot deep. This silt actually manages to hide the nice round lava rocks that we have been seeing all day long but now can't see at all. You now have to ride by braille, and when you come up on a slower rider the dust cloud is incredibly thick.

They give us a reset after the short 56 mile section around the mountain and then into an

emergency check which 90 percent of the riders manage to burn, some by as much as 5 minutes. The check was placed in the one possible



Just when you get comfortable, it's back to the lava fields!

after the reset, and just before the "Go For It" line on the roll chart and more than one rider was only seeing the "Go For It" and thinking of the cooler at the end of the road, rather than time keeping. Suddenly the dust cloud clears and the impound and the end of day one is in sight.

Day one has covered 102 mile of varying terrain starting with a rain forest at sea level, up through several raw lava fields and then into desert conditions around the mountain at 6-11,000 feet, not bad for one day's riding. The race officials allow the riders to exit the impound (without your fanny packs or back packs) to bring in maintenance equipment. Oil, chain lube, filter oil, tires, tubes, tire pumps and even work stands. During this maintenance period an event which caused a major protest to be later filled occurred, and subsequently affected the standings.

The points leader at the end of the first day had wasted his wheel bearings and hub, his buddy who had dislocated his shoulder on the last section had a good set. The wheels were exchanged and the next morning the leader started off and blazed, while his buddy about 15 minutes later (with a dislocated shoulder) pushed his bike with the wasted bearings and hub across the starting line and then dropped out of the race. The officials had declared that cockroaching a bike in the impound was illegal, and that a 20 point penalty would be assessed to any guilty parties, so a trip from first overall to fifth in class was the outcome. Rules are rules.

Overnight, the side effects of doing an endo at 40+ mph on in a lava field started to settle in big time. When the wake up call finally arrived at 5 A.M. to start the drive from the hotel in Hilo

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up to the impound on the far side of Mauna Kea, I was hating life. Heading back down the now deeply rutted silt road just after the start my legs cramped up on a down hill. A quick wash out of the front end and another trip over the bars later, I was done for the day with a wrenched back. This graduated me to the rank of observer for the balance of the race.

The course back tracked though the lower silt section across a military reserve skirting an Ah-ah field, then across same to re-join the course of day one backwards. After crossing the various lava fields the course runs down a power line then across a nice tight, slimy woods section where the course divides into an A and B course. The A course runs down an infamous tree trail through a rain forest with deep mud and more log crossings then you will believe. This section is the last section before lunch on day two, and more then one rider arrives at lunch covered from head to toe in black lava mud that no amount of bleach will take out. Pipes flattened by logs are the norm. The B course is relatively easy with the course running through some nice, tight, bang-your-bars tree sections with a few dozen logs to cross. The B course riders arrive considerably cleaner then those riding the expert's trail.

The course will be running back and fourth through a muddy rain forest for the balance of the race. This takes you through fern tunnels little higher then your helmet, punctuated by

endless log crossings, mud covered rocks and "Poi Pond," This is a wonderful little water hole that is seat deep at least, and close to five feet deep in the center if you are foolish enough to try and charge it. This little gem managed to claim defending champ Ron Lawson, dropping him out of contention with a drowned engine.

The riders returning to the Hilo Hawaiian basement impound were rather subdued. There is always a camaraderie between riders that is felt once you finish the full course of the MK200. The reality of your position in the race tends to take a back seat to the gratification of reaching the impound in one piece, it is only later, much later that trophies once again become of interest. My DNF this year left me feeling a little hollow as I watched team mates, old and new friends congratulating each other at the end of the race. The DNF rate in this event is generally high, running in the high 40 to 50 percent bracket. So, this is a race that has you swearing that never again will you do this to yourself...well, at least until next year.

This year saw teams of riders from as far away as Japan, with the largest non-Hawaiian contingent coming from California, with only one rider from the east; yours truly. Maybe next year we can see a few more wild-eyed eastern riders showing the flag.

For further information about the race contact The Rock Island Riders, P.O. Box 631, Hilo, Hawaii 96721. Aloha! □

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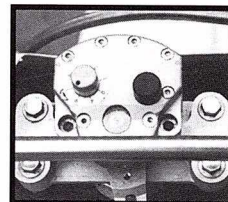
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When we first saw the Haro Extreme, we thought it was one of the wickedest-looking machines we'd ever run into. Haro was one of the first companies to embrace the elevated chainstay frame, and they did it with a vengeance. The bike features a radically curved, sloped top tube—cut from ovalized tubing, no less—and another curve on what would be called the downtube on a normal frame. The result is a twisted, tortured mockery of what bicycle tradition says bikes should look like, and the fact that our test model was painted a tasteful shade of rip-your-eyes-out fluorescent pink didn't make it any less obvious. A crowd of curious onlookers gathered the first time we rolled it out of the shop.

STRONG PARTS

The Extreme doesn't instantly turn normal after you look at the frame, however. Most people are amazed at the handlebars and stem. Dubbed the "Superbulge Wingbars" and "Wing Strut" stem, the two pieces clamp together around a massive 31.8mm bulge in the center of the handlebars. The large diameter tubing allows Haro to make a much stronger set of bars and more rigid stem without adding a whole lot of weight. The Extreme is finished off with a set of chromed Tange Big Forks, one of the most rugged sets of forks you can get. Actually, with a total weight of 29 pounds (frame size: 19.5), the Extreme is not a featherweight bicycle, but it's not designed to be a featherweight. This is a bike that you can literally ram into things, and have it come out in one piece. It's made to be ridden in rough ground, punished by recreational riders, and raced brutally by mid-pack Sport riders. You don't have to baby the Extreme, and that's one of the most appealing traits of this bike.

All of this is mirrored in the way the Extreme rides. The forks are quite rigid, helping the precise handling, while you're left to rely on the Bulgebar flex and tire pressure for shock absorption. If you need a less firm ride, our recommendation is a set of Specialized Ground Control Extreme 2.5 tires, or Fisher BearTrax 2.3 tires. We rode this bike with Ground Controls for a while and absolutely loved the ride. Those big tires are awfully heavy, however.

The frame follows with the rigid tradition. Very sure and solid, but, once again, you pay for it with weight. If Haro were to use sophisticated double- or triple-butted tubing, and whittle it down to the edge of dependability, they would probably save some serious weight and



You don't have to sweat it on the Extreme when the going gets rough. Just hold on and hammer!

introduce a certain amount of flex. But they don't, and within its own limits the Extreme is a fine bike. Especially if you ride it like a lunatic!

THE RIGHT PARTS

The component package on the Extreme is entirely Shimano Deore LX, and we've got nothing to complain about. The LX group is a step down from the DX group, which is also a step removed from the sought-after Deore XT group, but aside from component weight and finish there is very little difference in operation. The Extreme's LX/Hyperglide drive train shifts gears easily as well as the XT, and though you may give up some function in the shifters, most folks will be very pleased with the package.

The Extreme comes with a Vetta Gel Shock Absorber seat, and it certainly is a plush saddle. Its only drawback is that it weighs quite a bit, and the more gram-conscious among us will swap it with something a little more spartan.

Ritchey Vantage Comp rims were a surprise on the bike, along with 15-gauge stainless steel spokes. With the LX hubs, the result is a very light set of wheels, which helps the overall lively feel of the bike. The rims are wrapped with the ubiquitous Ritchey Megabite Hardrive 2.1 tires. They seem to be everywhere these days, and they work okay in most conditions. Actually,

they're a great rear tire; we swapped the front in favor of a Ground Control 1.95 and were much happier. It always pays to experiment with tires.

We were very pleased with the brakes. With an LX cantilever up front (not real light, but sturdy) and an LX U-brake rear, the Extreme will lock up the brakes anywhere. We especially liked the rear U-brake, with its ultra-direct cable routing. They're not in great favor with the Californians right now, but for power and dependability, U-brakes can't be beat.

FIRM RIDE

The Extreme's handling is sure-footed and neutral, which is another way of saying that steering is just on the slow side of "normal." The reaction time needed is just right for recreational riding and cruising the hills, while a full-on racer might want a bike with quicker geometry for tight woods trails. That's the big surprise about the Haro—that such an "extreme" looking bike would be so mellow and easy to ride!

For the suggested retail price of around



\$750, the Haro Extreme is a good buy, in our opinion. What isn't Shimano Deore LX on the bike is of an equal or better value, and the ruggedness of the frame ensures that it'll be around for more than a year or two. And besides, as wild as this tubing looks, get it in screaming pink and you'll never get lost in a crowd! □

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- ☐ AA ☐ A ☐ B ☐ C
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BEEHIVE ENDURO

Another ride at ECEA's Most Fun enduro

By Mark Uth

Mauricetown, NJ 8/25

It was one of those rare summer days that could have been dedicated to nearly any recreational activity with rewarding results. The day-time highs were in the mid 80's with a steady breeze; dressing for the early morning ride to Mauricetown unexpectedly raised the question of shorts versus long pants. The proposition of a day of dirt biking in August without the usual 90 degree penalty factor increased pre-race anticipation and butterflies. Enter the 1991 Beehive Enduro.

Everything about the Bee (or not the Bee), seems to center around its reputation for being an easy beginners/family run without stoppers. Sakes alive, Beave, the prospect of a day-long ride without harm to bike or body—sign me up for the next ten years straight! True to form, the somewhat unwashed masses showed their overwhelming support for this enduro formula by entering by the boatload (yes, it is accessible via the Maurice River); 536 entrants, 498 starters, 464 finishers, 190 "C" riders!

As in the past, the center of activity (perhaps the Bee-hive?) was the Mauricetown fire house, whose matrons once again showed excellent hospitality. The enduro start was in the same sand parking lot a short distance from the firehouse. The only drawback of this arrangement (well known by now) was the protracted road section (a.k.a. the Great Traverse) between the fire house and the course at the race's beginning and end. While cruising mile after mile of those long lonely road sections, one might have noticed the dreaded white diamond markers defining the boundaries of previously accessible state game lands, now closed to organized motorcycle recreation. If ever there was a sign for renewed political activity and/or the stark results of apathy, surely this was it.

The race itself consisted of three loops; approximately 80 land miles of South Jersey trail riding. Noticeably missing from the course was the famed Beehive sand hill, lost due to a change in ownership of the private property on which it stood. There were no major water crossings or mud holes to speak of, although even the few smaller ones developed bike sucking ruts capable of trapping the inattentive after being specially "groomed" by a few hundred bikes.

Loop one checked riders in after the Great Traverse and threw them into approximately 10 miles of fairly tight woods riding. Within this section there were two checks to time riders'

progress. A generous reset and subsequent unchecked (and unobserved) five mile loop brought most riders into the first gas stop with plenty of time to rest and refuel.

The second and third loops both contained one each points taking section. Departure from the first gas stop was unchecked; riders were later checked into the second loop points-taking section to keep everyone honest. The exit from the second gas stop was controlled; savvy riders rode ahead for the first three miles and scored better when speeds increased and the tight stuff hit. The third loop closed with some motocross type sections through an overgrown sandpit before the final check-in.

Throughout the race, the ground was moist and tacky, more typical to cooler weather conditions. Sand whoops were nowhere to be found, although the stutter bumps that quickly formed in fresh trail had many a rider fiddling with the clickers during the gas stops and resets.

Although the pre-race bravado



KTM rider Jack Lafferty Jr. was slammin' and jammin' through the Beehive woods with a still healing foot, but he had to take a back seat to Kevin Bennett by one point.



CDR gives everybody a chance to show off at the finish, just before the last check.

might have the uninformed believing otherwise, no rider carded a goose egg for the day. However, riders that rode numbers in the 70's might recall being smoked in every points taking section by madman on a Honda thumper that seemed intent on destroying himself, his bike and their self-esteem. Riding on number

79, using an aggressive riding style that frequently took him off the trail in attempts to navigate among slower B and C riders, Kevin Bennett scorched the field by dropping 5 points for the day and taking Grand Champion honors. The late start was not a new strategy, but in fact the price paid for failing to make pre-entry and not griping or whining convincingly enough to CDR race officials so as to effect a change.

The surprising results achieved, despite Kevin's late start position, not only notched a somewhat less than extraordinary triumph into his win column but served to totally trash a perfectly good, tried and true (and personal favorite) excuse for scoring poorly when riding later numbers. Kudos to CDR for preserving the image of fair play and luck of the draw, and to Kevin for rising above it.

Jack Lafferty, Jr. took second overall for the day with a score of 6, despite starting the day with a foot injury that was further aggravated as the day wore on. Word has it that during one gas stop, Jack changed to red socks so as to camouflage the continued bleeding from concerned family members. High point A honors went to Mark Lambert with a 7 card, narrowly edging out a host of riders with 7 scores by



Most of the Beehive trails are delightfully smooth and fun riding.

mere seconds. Another crowd pleaser, Donnie Tomlin, returned to the hunt after a six year layoff and, riding an ancient Husky Auto, took the A Heavy class win, also dropping 7 points. Marc Grossman won high point B cleanly with a score of 9. The best score fielded within the C class was 250 rider Steve Leatherwood who carded 12.

Following with tradition, CDR culminated the day with the obligatory gathering for the sacrifice of mass quantities of fermented beverage. To attend this ritualistic ceremony one merely had to cross the finish line (or at least find it) as it was discretely nestled among the pines and sand hills. Wisely so, to lessen the chance for run-ins with enforcers of concerned motherdom, as was rumored the case after last year's event. Disciples lined four deep for refills and quaffed into the late afternoon trading exaggerations and outright lies, while dodging the incoming bikes of late finishers.

Return to the firehouse found that the results had yet to be finalized well after 5 P.M. CDR uses a computerized scoring system that has the potential to be a real time saver when functioning properly. Unfortunately, some sort of gremlin fouled things up, hence the delay. For those persons who couldn't fight off the family and kids long enough to see the final results posted and awards distributed, CDR wasted no time in seeing that results sheets and trophies were promptly mailed the following week. Some other clubs, not to mention any names, might be advised to follow CDR's example for this finishing touch.

Good weather, healthy competition, no serious injuries; all the makings of another successful Beehive Enduro. Congratulations and thanks to CDR! See you again next August. □

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Beehive Enduro

Class Results
Kevin Bennett Hon 5

Grand Champion
Mark Lambert Suz 7

High Point A
Marc Grossman Kaw 9

High Point B

AA

1. Jack Lafferty Jr. KTM 6

2. Bob Bennett Hon 7

3. Ken Yankowski KTM 7

4. D. Zurawski Jr. KTM 7

5. Mike McHale KTM 7

A 125

1. Lou Camburn KTM 8

2. Dale Hiles Suz 10

3. Craig Shenigo KTM 12

4. Jim Costello KTM 16

5. Bob Agonis KTM 17

A 200

1. Chris Puff Kaw 7

2. Ed Hamilton Kaw 7

3. Robert Mohn Kaw 9

4. Steve Marando Jr Kaw 11

5. Chris Nolan Kaw 13

A 250

1. Jim Kessler Yam 7

2. Richard Lafferty Hon 7

3. Eric Koeller Hus 7

4. Bill Atkinson Hon 8

5. Michael Lafferty KTM 9

A Open

1. Donnie Tomlin Hus 7

2. Tony Recchia Jr. Hus 9

3. Keith McIntyre KTM 9

4. Tony Tomasello KTM 10

5. Vernon Wood Yam 11

A Four Stroke

1. John Smith Hon 7

2. John Cushing Hon 8

3. Pat Emmons Hon 9

4. S. Chapkovich Hon 9

5. Patrick Anderson Hon 10

A Senior

1. Wick Wickline Suz 8

2. Jack Lafferty Sr. KTM 11

3. Earl Gullestad KTM 12

4. Tom Ebersole KTM 13

5. Roy Fliegau KTM 13

A Super Senior

1. Ray McAloon Hon 17

2. Joseph Galie KTM 18

3. Wolfgang Kruse Hon 19

4. John Nagengast Hon 19

5. Dan Van Driel Kaw 20

A Veteran

1. Jeff Rosenberg Hon 7

2. Glenn Scherer 7

3. John Roeske Kaw 8

4. Dale Freitas Hus 8

5. Brad Little Hon 9

B 125

1. Scott Taylor KTM 12

2. Skip Montana Suz 12

3. Richard Pecile KTM 14

4. Todd Gessey Hon 14

5. Ron Murhon Jr. Hon 18

B 200

1. Chris Garber Yam 11

2. Steve Reed Kaw 11

3. Tim Steese Kaw 12

4. M. Dean Spencer Kaw 12

5. Jeff Kirchner Kaw 12

B 250

1. Ed O'Flynn Hon 10

2. Dean Spencer KTM 10

3. Mark Spence KTM 11

4. Neal Overly Yam 11

5. Tim Thigpen KTM 12

B Open

1. Tom Folkl Mai 11

2. Dan Moore KTM 11

3. Ken Poemer KTM 12

4. Kerry Koeller KTM 12

5. Eric Weaver Kaw 12

B Four Stroke

1. Robert Provost Hon 11

2. Eric Nijkamp Hon 11

3. Keith Mahon Hon 12

4. Steve Speak Hon 12

5. Ed Wanner Hus 16

B Senior

1. Tom Marsh Suz 16

2. Richard Meeker KTM 16

3. Jim Walters KTM 17

4. Tom Bowman Hon 17

5. John Storck Kaw 17

B Super Senior

1. Ross Watson Hus 23

2. John Beatty Hus 28

3. Herb Phillips C-A 29

4. Len Anderson Kaw 29

5. M. J. Little Kaw 33

B Veteran

1. Howard Moudy KTM 10

2. Ken Quillen Suz 12

3. Mark Crosby 12

4. Charlie Canedy Kaw 12

5. Don McKeenhan ATK 12

C 200

1. Joe Robbins Yam 12

2. James Surwilla Hon 12

3. Frank Gluck Kaw 17

4. Brian Russell Kaw 18

5. Mike Malvasio Kaw 18

C 250

1. S. Leatherwood Yam 12

2. Larry Petronglo Kaw 12

3. John Maurer Suz 12

4. Ryan Parlman Suz 13

5. Kevin Warren Hon 14

C Open

1. Larry Gordon Suz 14

2. Mark Uth Hon 16

3. Tim Lewis KTM 17

4. Patrick Metzger Hus 18

5. Sergio Bassani KTM 18

C Four Stroke

1. Matt West Hon 17

2. Alan Brown Hon 18

3. John Paoli Hon 18

4. Randy Smith Hon 20

5. Kraig Baer Hus 20

Women

1. Sherrie Staples Kaw 39

2. Kimberly Walsh Kaw 60

3. Cathi Brooks Hon 76

Dual Sport

1. Charlie Billington Yam 36

2. Sal Zerbo Hon 57

Vintage

1. Donald Mikus Jr. BSA 43

Teams

1. PBER Twister 43

2. TriCo Hammer II 44

3. CJCRC Good 51

4. Meteor #1 51

5. DER #1 54

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RIDING WITH THE KING

Three days at the Dick Burleson Enduro School

by Dale Van De Ven

Traverse City, MI

The first off-road motorcycle school I attended was held back in the late 60's at a great motocross track in Elkhorn, Wisconsin. The class was held the day before one of Edison Dye's Trans-AMA events (where the Europeans soundly trashed the American riders) and was taught by John DeSoto and Tim Hart. The most important tip I got was that my Bultaco Sherpa S would be much better off

bags. After all, just like Dick said, "You don't stop riding because you're getting old, you get old because you stop riding."

Home base for DB Sports, Enduro and Off-road Riding School is the small Michigan resort town of Traverse City. This meant the round trip mileage from St. Louis, my current hiding place, would be close to 1,000 miles. I decided, as did my two classmates from the Southern California Smog Basin, to take advantage of the optional bike rental package and we rode a trio of 1991 KTM 250s. I've got to admit, having someone else be responsible for the care and feeding of the bike is really great.

The three of us flew in on a cloudy Monday evening in late July. Dick contacted us at the hotel that evening and we agreed to meet at 9 A.M., which was about the best we could do considering the western jet lag factor.

The next morning found the two California Refugees in a temporary state of confusion. When the three of us walked outside of the hotel they were frightened by all the clear blue sky. Once I assured them that the heavens are suppose to look that way, and the murk they live with was the exception rather than the rule, they calmed right down. The weather was great the entire

time we were there. St. Louis has plenty of blue sky, but it also has just plain miserable summers, hot and humid weather unmatched by anything I ran across during my stints in the Philippines and Thailand. Michigan temperatures in the high 70's, low 80's, felt pretty good.

Dick showed up on time and we headed out on a 20 minute trip to one of the local riding areas. After unloading the bikes we gathered around for a classroom session and the rest of the morning was spent covering safety aspects, physical preparation, riding techniques, and motorcycle set up.

By the time we finished the class room work the California Duo were whining something about how if they stopped having regular meals their bowel habits would become very

erratic and their skin would break out. So we took a break and Dick drove to to a local backwoods restaurant that matched the best available in the Jersey pines. During lunch, I learned one of DB's super go-fast secrets. For real staying power, drink a 50/50 mixture of iced tea and lemonade. He claims it works every time.

After returning from lunch, Dick spent some time covering basic motorcycle maintenance, including a demonstration on tire changing. Now personally, changing tires is way down on my list of fun things to do, and it always takes me longer than it did the factory to build the whole motorcycle. Dick had sized our group up pretty quickly, and he knew that none of us would ever need the tire changing talents required by the ISDE. But, he was right when he said "you may not be into quick tire changes, but you're certainly into easy ones." He then proceeded to show us the quick and easy way to accomplish the job.

By now it was early afternoon, and after suiting up we each chose a mount and spent some time with individual adjustment rings to get the sag back where it belonged. While fiddling with the bikes, Dick mentioned that almost every time someone asks him to check their motorcycle, he finds the suspension settings way off. It almost seems as if we were better off in the days of spring preload only, because the rider



DB goes over some of the text book work with two students.

with a 21-inch front wheel rather than the 19 that came stock. Well, the "Flyin' Hawaiian" was right, my Bultaco did handle much better after I laced on a 21 inch rim and put a "real" knobby tire on. More importantly, I learned that paying an expert to point me in the right direction was a very good investment. The time and money spent on "hot set ups" and riding on my own had a far smaller return than the dollars spent having a professional explain fact from fiction.

In the years since, every so often, I've managed to find my way to another class. The Russ Darnell and Gary Bailey schools each added to my limited natural ability. I even strayed from the dirt and tried a Keith Code "Superbike" school. Fun, but I don't think I'd do it again. The last couple years, based more on seniority than skill, I've helped coach at a couple Tony D' schools. So, when I found out that Dick Burleson was holding classes and I realized that my own riding has slowed down to the point of embarrassment, I started to pack my



Using Burleson's rental bikes took a lot of work out of traveling to and attending the school.

had less of an opportunity to mess things up. Dick's general guideline is to just put everything on factory recommended settings and you won't be far off.

We didn't have to go very far on our first ride before I made a major discovery: riding in Michigan is a lot like riding in South Jersey. After spending many hours chasing Russ Han-

cock, Bill Sharp and Rich Trader through the Jersey pines, it didn't take much of an adjustment to chase DB. My California companions had apparently not spent much time on trails narrower than what Dale Freitas would take his truck on, and it took some time for them to adjust. The real purpose of this first ride was so Dick could see what he had to work with, and make some basic corrections on our riding postures. We put on enough miles to satisfy our immediate needs and before long, headed back to parking. Apparently we hadn't totally disgusted Dick with our combined lack of ability because he agreed to start out the next day at 8:00 A.M.

According to our official class schedule, day two was designated as the time for us to really work on our riding techniques. Dick started us off with some braking practice on flat terrain. The goal was smooth but heavy application of the front brake with the rear remaining under control and not skidding. We worked on this until Dick felt confident enough to give each of us the ultimate test. He stood in the middle of the trail and had each of us ride straight at him and not brake until we crossed a line drawn in the sand. I'm happy to report that everyone managed to stop before centerpunching our confident coach.

Now that we had the flatlands under control, our next challenge was to do the same thing on a nearby downhill. We started out using an



Showing the correct riding position. It's amazing how sloppy we can be while hanging onto a bike.

existing trail, but as we progressed through the exercise Dick had us jump off the beaten path and down the unmarked hill side. Lots of practice on using both brakes, neither wheel locked, and looking as far down the hillside as possible. This particular skill should be very useful when its time to try to get down the "Big Hill" at Speedville.

Our next stop was in an open field where we

practiced making sharp turns. The key to the exercise was to stand for braking, sit down for the actual turn, then stand back up for the exit. It wasn't difficult for Dick to get us to stand back up after the turn, he simply picked a corner where the exit line had a small drop-off. It was all the encouragement my 40 year old legs needed.

Much to my surprise, our next lesson included that which I had always wanted to do but never got around to trying. We moved over to a nicely whooped out section and after watching DB ride it the right way, we all floundered our way through the same section. After we had all made some improvement, Dick had me stop, and he set the suspension settings on my KTM to full soft. On my next attempt, I was reminded why I never liked riding my old toe-breaking XR in whoops, lots of bouncing with more sideward movement of the rear wheel than what you'd expect to see at a half-mile.

Having established that full soft wasn't a good idea. We reset the suspension, this time to full hard. The next run was more under control, but the demonstration clearly showed that neither too soft or too hard is the right answer. The correct setting is back in the middle ground, right where the manufacturer said it was.

The rest of the day was spent back on narrow trails. We would follow DB until he found an

Curly Fern Dual Sport



Sunday, November 24, 1991

This event is a motorcycle run for dual-purpose motorcycles only. The course will start at the **Countryside Restaurant** on Route 534 in Indian Mills, NJ. The ride covers approximately 80 miles of woods roads, sand roads, and some paved roads. The course will loop back and finish at the Countryside, where prizes will be awarded. Motorcycles and riders must be street-legal—no exceptions. Come ride just for fun. This is not a race! Bring a roll chart holder. Route sheets will be available at registration from 8:00 A.M. to 10:00 A.M. Riders can start between 9:00 and 10:00 A.M. Entry fee is \$10 per person. For more information call (609)768-0433.

FUN RIDING IN SOUTH JERSEY!

interesting obstacle, then he'd tell us how to conquer it, show us how, and then let us give it a try. This system worked really well, and we covered quite a few different trouble spots that you can expect to encounter in your standard enduro.

My personal highlight came when I tried to loft the front wheel, from a standing start, over a small creek crossing. Somehow I managed to get the front end a little too high. To tell the truth, I was probably within two or three degrees of coming over backwards. I'm sure that would have been very entertaining for the two California Raisins behind me. As luck would have it, the KTM wasn't in the mood for a bath and the motorcycle pretty much saved me.

Day three is billed as "trail ride with stops for instruction." What it did was allow us to practice techniques we had hopefully learned the day before. While riding we found some arrows for the upcoming Jack Pine Enduro. We spent some time following them, and now the three of us will be able to tell stories about the time we "rode the Jack Pine."

The last skill DB had us practice was trying to pass in the woods. We would have the faster of the two California Twins lead off, and after

a short head start I'd take off after him with DB following me. I was able to catch the lead rider, but before I could find a way to pass him, Dick



Aside from working on our skills, we also got to ride some of the best trails in Michigan. It looks a lot like South Jersey.

would pass both of us. I just never was able to read the trail well enough to find a line around the slower rider. Maybe if I yell a lot he'd just pull over....

Now that I'm back in St. Louis, and can objectively look at the program, is it worth the

money? The school is not inexpensive. The student fee for three to five riders is \$100.00 per day, an optional bike rental is another \$100.00 per day. Add to that the hotel and meal expenses, and you're over the \$300.00 per day mark. That figure can be reduced by going in the "off season" when the hotel rate is half of the \$85.00 per day we paid. If you bring your own bike, that's another \$100.00 saved. Still the best you'll be able to do will be \$150 to \$175 a day. Depending upon the size of your group it might work out better to have Dick come to you, in which case you should call him for cost and details.

But, no matter how you set the class up, is it worth it? I think it is. The students in my group came in with obviously different skill levels, and all of us learned more in three days than we may ever have learned on our own. What DB is really selling is his experience, and unless you've got 20 years or so to invest, the only way you can gain this knowledge is to have someone who has it teach it to you. I know I got more than my money's worth out of the school. □

Chilly Chili X

**November 24, 1991
Plympton, Mass.**

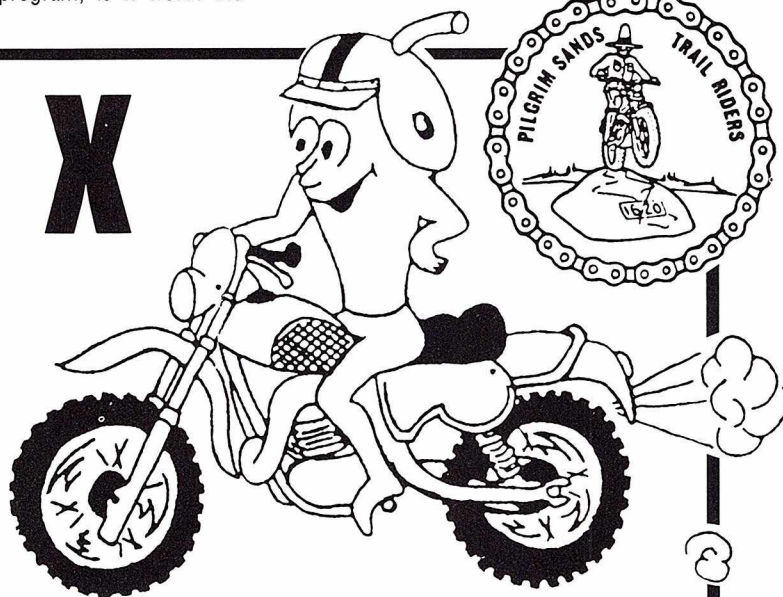
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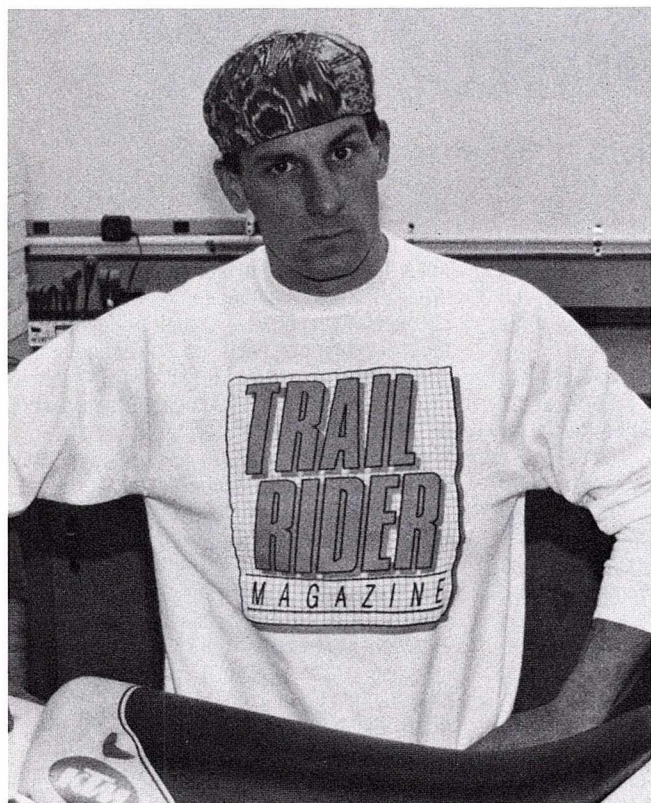


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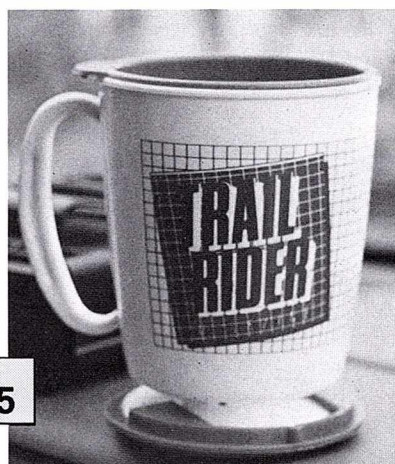
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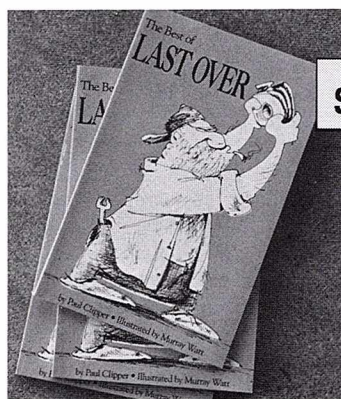


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A GREAT SUMMER JOB!

Second Start and Merrimack Valley Trail Riders put teens to work on the trails

By Jeff Harstedt

East Weare, NH

A group of Granite State students turned recreational vehicles into work vehicles this summer, to give a central New Hampshire trail system a major facelift.

Using ATVs (all terrain vehicles) and trailers to transport tons of concrete blocks, lumber and gravel—and armed with grub hoes, shovels, steel bars, rakes, pruners, bow saws and hammers—twelve teens, as part of Second Start's

way—and hit the trails where they spent most of the summer with sweltering heat and swarming insects, as their work skills, pride and calluses grew.

Does riding an ATV and working on trails sound like a good job to you? For a dozen Concord, New Hampshire, youths it was the ultimate summer job.

"Summer jobs are practically non-existent here in New Hampshire, especially for some-

one with little or no previous work history and handicaps or other barriers to employment," said Laliberte. "This job required no experience, just a willingness and determination to make something of oneself, make a commitment, and follow through."

Funding for this project was gathered from a number of sources. The backbone of the funding came from the New Hampshire Job Training Council (\$25,000 in federal funds) and the New

dollars was donated by the Granite State Wheelmen, Inc. a 4,000 member-strong bicycle club, of which many of their numbers use the trail with mountain bikes. This money was used to provide a bonus for all kids who completed their summer job without missing a day or being late. U.S. Suzuki and Yamaha of America both offered ATVs to be used for the summer through Freedom Yamaha/Suzuki, a local Concord, dealer. Unfortunately, the program was unable to take advantage of this offer due to the unavailability of liability insurance. The New Hampshire Fish and Game donated a full day safety course for all employees.

The work consisted of doing maintenance of an existing trail system located in southern New Hampshire on land owned by the federal government. This land, the Hopkinton-Everett Flood Control Area is managed by the State of New Hampshire and the Army Corps of Engineers.

"Due to the limited legal off road riding areas, this trail system receives a tremendous amount of use," added Laliberte, "and as a result there is a dire need for trail maintenance. This summer the area received 2,615 hours of intensive manual labor. It was a learning experience for everyone, staff included."

Projects included erosion control in the form of specially designed rubber waterbars, stabilizing uphill with cement blocks and chain link fence, rebuilding historic rock walls, filling in ditches and pulling stumps, drawing and designing a map, building and installing signs, mixing cement, doing an environmental impact study, building bridges, moving rock, making trails, cutting back brush, grading trails and in general sweating a lot.

In addition to working on these projects everyone received special training in many areas including a full-day Specialty Vehicle Institute of America ATV training course, a seven hour New Hampshire Fish and Game OHRV Safety Course, 8 hours of basic first aid training and a Job Seeking Workshop.

"Everybody's happy," concluded Laliberte. "Trailriders and other users get the benefit of improved trails and a dozen at-risk kids put their energies to productive use for the summer."

Typical Work Day

by Denis Laliberte

The work day starts with a bus ride at 7:15 AM to the base of operations at Sugar Hill Speedway in Weare, New Hampshire. From there a quick break and then you punch in at 8:00 A.M. The next two hours were spent on writing in



Workers and staff at the start of a day; dressing a timber for bridge construction.

Summer Youth Employment Program, built bridges, did extensive erosion control work and removed scores of stubborn stumps and boulders along the 30-mile OHRV (Off Highway Recreational Vehicle) trail system in the Hopkinton-Everett flood control area in East Weare, NH.

This trailblazing work program, spearheaded by Denis Laliberte of Concord's Second Start Alternative High School under the auspices of the NH Job Training Council, demanded of the students both brain and brawn.

An academic component was rooted largely in the work performed as the students used math and problem-solving skills to design bridges, implement block emplacement projects, purchase tools and materials and manage their hard-earned money. Writing and communication skills were also emphasized as the students kept a daily journal of their activities.

But the bulk of the students' time was spent in the woods. Each day, three crews of four students and a teacher/supervisor headed out from their "classroom" and base of operation—a large garage at the Sugar Hill Speed-



Hampshire Bureau of Off Highway Vehicles (\$16,000 of OHRV registration dollars). The Merrimack Valley Trail Riders (MVTR) received a grant of \$1,300.00 from the Motorcycle Industry Council to purchase tools. MVTR also gave the program a \$360.00 "slush fund" to be used to keep kids motivated. The Second Start organization, a non profit agency for the underprivileged, was the fiscal agent and they not only managed the program, but provided a nutritious lunch program. Two hundred fifty

personal journals, and making plans to mobilize tools and equipment for the day. The kids belonged to one of three teams of four kids and one crew chief. Each team (blue, green, or orange) had an ATV and a trailer assigned to them, and at about 10:00 went out into the woods to work on their projects. Everyone got a 15 minute break in the morning and at noon they punched out and took a half hour break for lunch.

Back to work at 12:00 until 3:00, then it was time to pick up, get back to the base (sometimes four miles away) and put away all your tools and equipment. Punch out at 3:30, get on the bus and you're home by 4:00. For your efforts you earn \$150.00 for a 35 hour week. Not bad; most of your buddies are lucky to be getting in 15 hours a week at McDonald's to take home \$70.00.

The work, the sweat, the horseflies, the mosquitoes and the poison ivy are no match for the determination to see a project through to completion. We had two weeks of 90 degree temperatures. No belly aching from these kids—they were there to work, they were excited and challenged by the projects. What is more satisfying than building a bridge in three days that includes designing, buying the materials, cutting the trees, digging footings; the works. The job couldn't have been done better or faster or cheaper by a profes-

sional contractor. And these kids did it with a minimum of guidance and no power tools. We must have put hundreds of miles on the ORVs and trailers we used this summer. We had one minor injury with a trailer, and no injuries of any kind while operating ATVs. It



Cement block class 101, erosion control trail work.

just goes to show you—with proper training and supervision ATVs are no more dangerous to take into the woods than a backpack or a walking stick.

PUTTING IT ALL TOGETHER

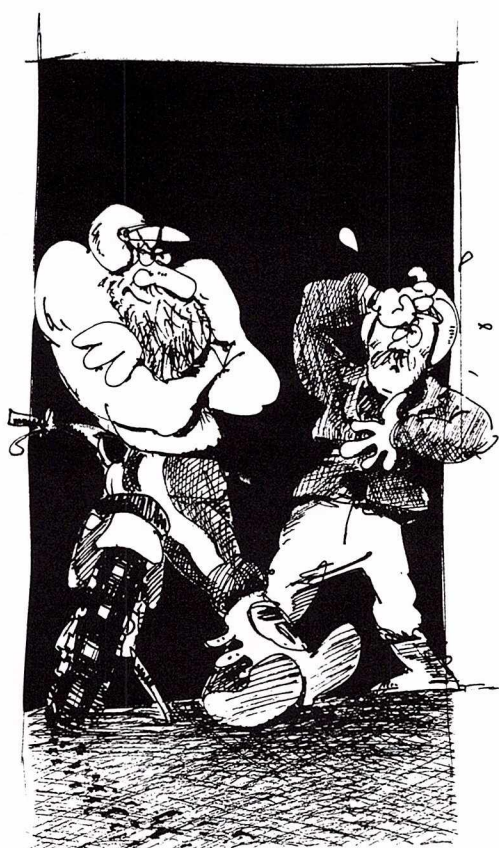
I was surprised how easy things fell into place. It's not that hard; there are plenty of people and funding available if you just look around. Does your state have an OHRV Registration Fund?

Find out where all that money goes. All states have a Private Industry Council. These are the people who get those millions of federal dollars to run job training programs. All you have to do is ask and people come out of the woodwork with fistfuls of dollars.

You will need help, but if you come up with an innovative idea there are many agencies and people willing to lend a hand. Don't forget other trail users, they are a source of funding and/or support. The organization that was instrumental in getting this program off and running was the Motorcycle Industry Council; they came through with a grant of \$1300 for tools. This kind of support gave the program credibility and made it possible to receive support and funding from other agencies.

On the local level your ATV dealers may be able to make machines and other related items available to you. Trail riders came through with everything from work boots to helmets, other items included routers, staplers, work gloves, trophies, everything you could possibly want to run a successful program.

Think about it. Get those wheels spinning and put an idea to work. We need to promote ourselves as a legitimate and environmentally responsible user group, and this is a great way to do it. □



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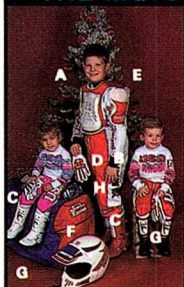
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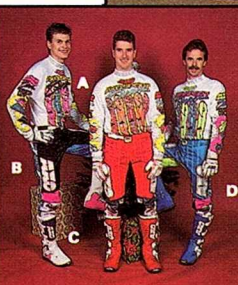
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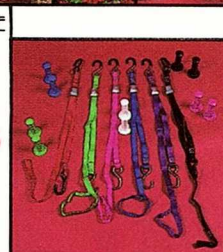
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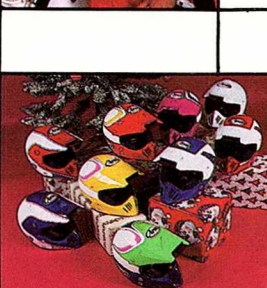


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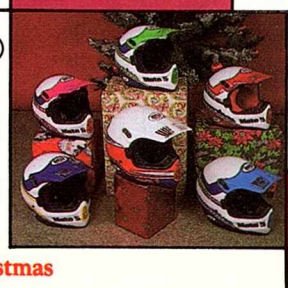


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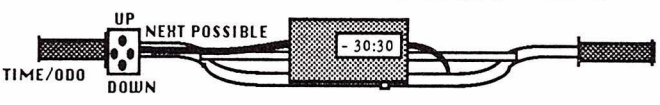
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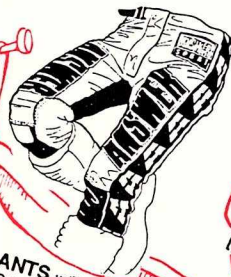
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